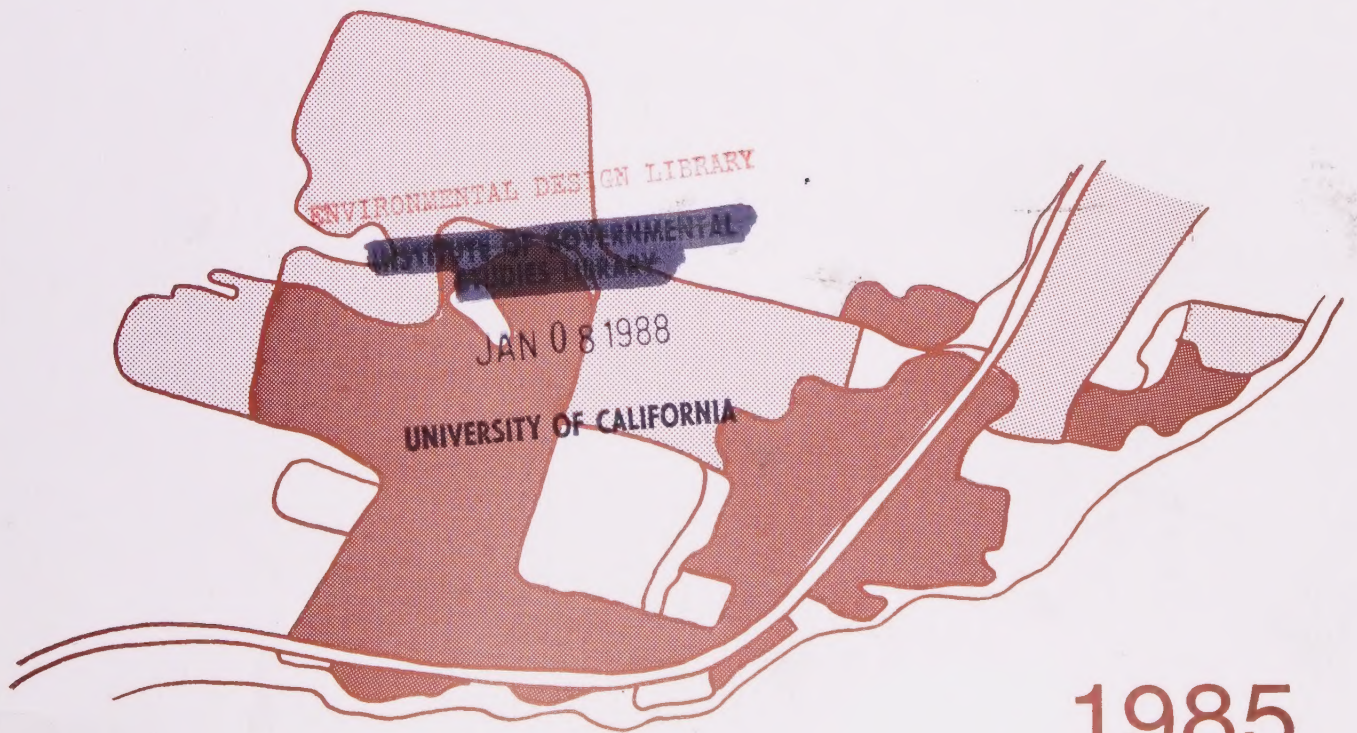


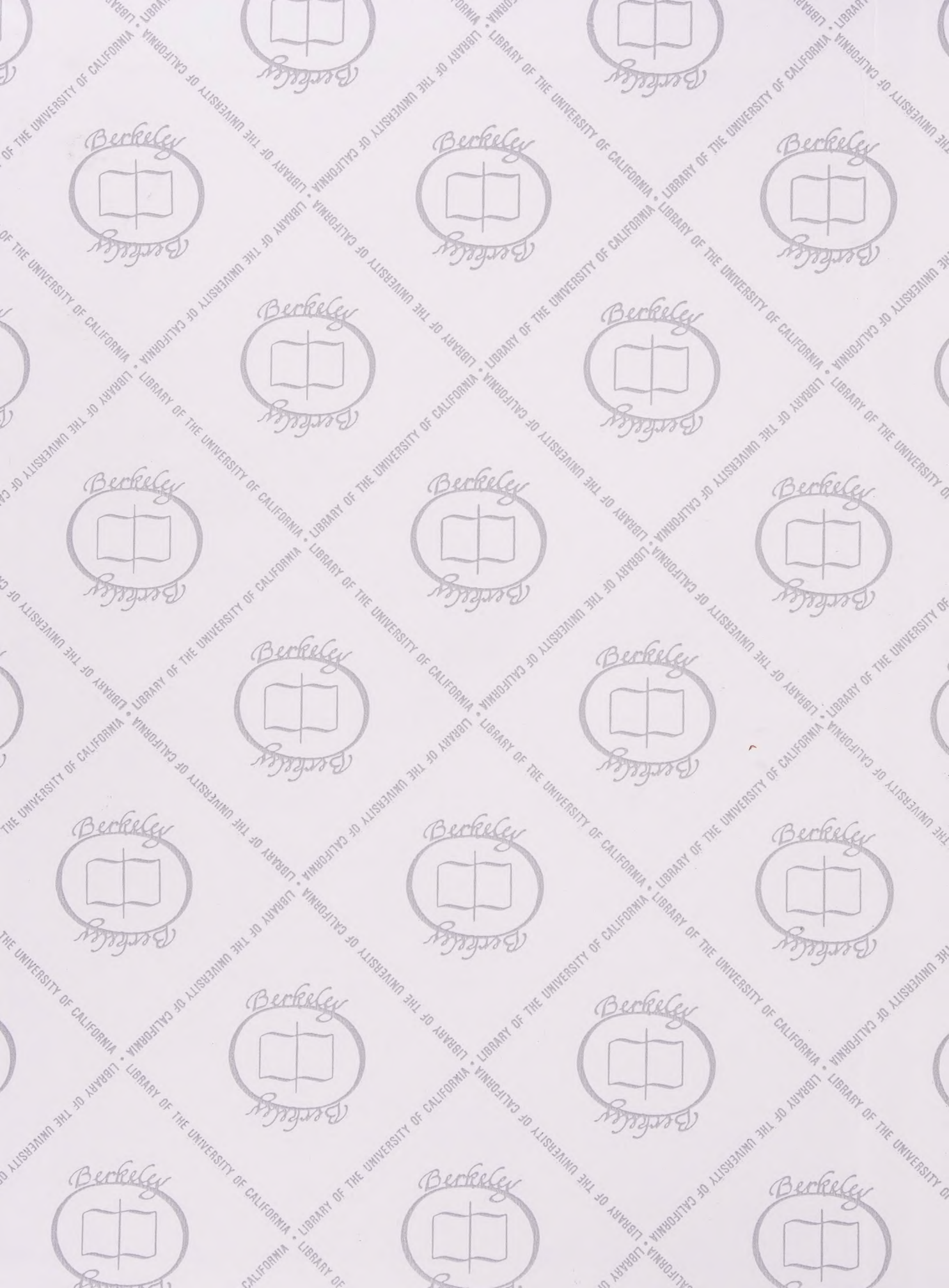
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AREA PLANS SUMMARY

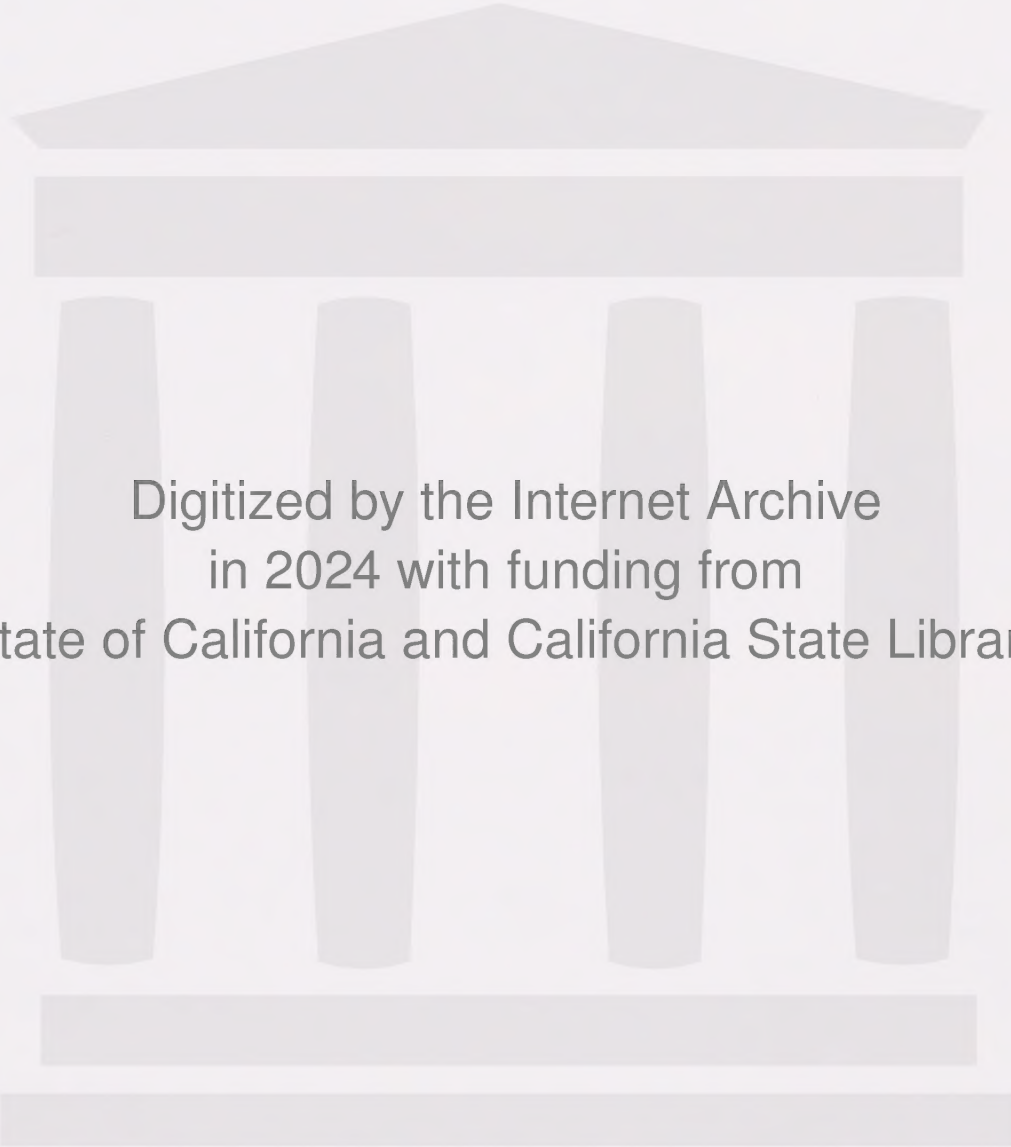


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DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
PLANNING AND DEVELOPMENT DIVISION • SAN MATEO COUNTY • CALIFORNIA







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INSTRUCTION SHEET

HOW TO ASSEMBLE THE GENERAL PLAN

Please find enclosed a copy of the Comprehensive Edition of the San Mateo County General Plan. The Plan is divided into two parts: Part 1 and Part 2. There are binders for each of these parts. When assembling the Plan, please use the following instructions.

Instruction 1: Part 1

The document which states on the cover "As approved by the Board of Supervisors November 18, 1986" is Part 1. Place this document in the binder for Part 1. This document contains Chapters 1-10.

Instruction 2: Part 2

The document which states on the cover "Background and Issues" is Part 2. Place this document in the binder for Part 2. This document contains Chapters 11-16, the Policies, and the Maps.

Instruction 3: Housing Component

The document which states on the cover "Chapter 14, Housing" is the Housing Chapter of the General Plan. It was printed and wrapped separately. Place the blue pages of the Housing Component in the binder for Part 2 under Background and Issues. Place these pages between Chapters 13 and 15. Place the brown pages of the Housing Chapter in the binder for Part 2 under Policies. Insert these pages between the Solid Waste and Natural Hazards policies.

Instruction 4: Area Plans Summary

The document called Area Plans Summary is technically part of the County's General Plan, but it should be placed in a separate binder because it is not a component of the Comprehensive Edition. The Area Plans Summary contains all of the land use plans that have been prepared for certain, specific unincorporated areas of the County during the last ten years. The area plans are used as specific applications of the General Plan. They prescribe in detail the goals, objectives, policies, and standards that the County has developed for some of its unincorporated areas. These area plans are used in conjunction with the General Plan to guide the conservation and development of the County.

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Attachment

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AREA PLANS SUMMARY

ACKNOWLEDGMENTS

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AREA PLANS SUMMARY

INTRODUCTION

A. PURPOSE AND ORGANIZATION OF THE REPORT

Between 1976 and 1983, the Planning Commission and the Board of Supervisors adopted plans to address and resolve the local issues and unique physical and land use situations found in the following areas: San Bruno Mountain, Emerald Lake Hills, Montara-Moss Beach-El Granada, North Fair Oaks, the Coastal Zone, and Skyline. This report presents, in chronological order of adoption, summaries of these six individual plans. For each plan these summaries: (1) highlight the area's historical background and major issues considered during plan preparation, and (2) list significant plan development milestones.

The report also presents the land use maps, some tables and the policies of each plan as adopted by the Planning Commission and the Board of Supervisors. The report, however, does not contain all the maps, tables and figures published in many of the original plans. These are available for review at the Planning Division offices and should be consulted for more detailed background information or issue analysis.

The policies of each plan have been reorganized into basic categories dealing with land use, infrastructure, housing, and parks, although other categories appear where necessary. The policies have also been titled and numbered. The new numbering system follows the approach used in the updated General Plan. The first number before the decimal is the category number; the second is the number of the policy in that category, e.g., 1.1, 1.2, 1.3, etc. Because in many cases, especially with the older area plans, this numbering differs from the original, the prior numbers along with the policy source have been included in parentheses. Table 1 explains the policy abbreviations.

B. RELATION TO GENERAL PLAN

Area plans, also known as community or neighborhood plans, serve to guide decisions about the physical development of a given community or district. These plans allow for specific, local application of the more broad based policies contained in the County General Plan. Because the Government Code (Section 65301(b)) allows for the adoption of the General Plan as either a single document or a group of documents relating to geographic segments of the planning area, area plans are considered part of the General Plan. Adoption of these plans follows the same process and legal procedures used with any other element or chapter. Also, area plans must be internally consistent and use, to the maximum extent possible, consistent land use categories, terminology and diagram legends.

TABLE 1

POLICY SOURCE KEY

SAN BRUNO MOUNTAIN

<u>Symbol</u>	<u>Area Plan Element</u>
GEN. GOAL	- General Goals and Objectives
LU/HSG	- General Land Use and Housing
P/COS	- Park, Open Space and Conservation
CIR/TRAN	- Circulation and Transportation
FAC/SER	- Facilities and Services
S/D	- Scenic and Design
DEV/IMP	- Development Implementation and Plan Amendment Policies
GPA/POLICY	- General Plan Amendment Policies

EMERALD LAKE HILLS COMMUNITY PLAN

<u>Symbol</u>	<u>Area Plan Element</u>
GEN. GOAL	- General Goals
LU	- Land Use
RPT	- Roads-Parking-Trails
WW	- Wastewater Management System
W	- Water System
F	- Fire Protection
COS	- Conservation-Open Space

TABLE 1 (Cont.)

MONTARA-MOSS BEACH-EL GRANADA COMMUNITY PLAN

<u>Symbol</u>	<u>Area Plan Element</u>
RES	- Residential Land Use
COM	- Commercial Land Use
IND	- Industrial Land Use
COS	- Conservation and Open Space
CIR	- Circulation
TR	- Trails
PF	- Public Facilities
W	- Water
WW	- Wastewater
PR	- Parks and Recreation

NORTH FAIR OAKS COMMUNITY PLAN

<u>Symbol</u>	<u>Area Plan Element</u>
LU	- Land Use
HSG	- Housing
CIR	- Circulation
OS/R	- Open Space/Recreation
ED	- Economic Development
GO	- Government Organization

1

SAN BRUNO MOUNTAIN

SAN BRUNO MOUNTAIN GENERAL PLAN AMENDMENT

(The Saddle in Open Space)

I. BACKGROUND

A. PLAN ADOPTION AND FEATURES

In 1973, Visitacion Associates submitted an application proposing various densities of urban development and open space uses for the San Bruno Mountain planning area. The Board of Supervisors found this proposal acceptable except for the intended use of the Saddle planning area. The Board recommended designating this area for open space use as this would provide a balance between economic growth and open space preservation, and generate fewer adverse impacts.

Key features of the plan include open space uses in the Saddle planning area, and residential and commercial development in the Northeast Ridge and South San Francisco planning areas. The plan provides for approximately 2,235 dwelling units and employment opportunities for approximately 3,657 people.

B. PLAN DEVELOPMENT MILESTONES

- 1973 - Draft General Plan Amendment for San Bruno Mountain prepared by Visitacion Associates.
- 1974 - Technical Advisory Committee established to assist in review of Draft Plan Amendment.
- 1974 - Draft General Plan Amendment for San Bruno Mountain revised by Visitacion Associates.
- 1975 - General Plan Amendment for San Bruno Mountain adopted by Planning Commission.
- 1976 - General Plan Amendment for San Bruno Mountain with Saddle in Open Space adopted by Board of Supervisors.

II. ISSUES

None of the key issues considered during preparation of the plan are contained in the adopted document. Rather, the plan only presents goals, objectives and policies incorporated from three earlier documents: Crocker Hills - Recommendation of a General Plan, 1974, Draft Environmental Impact Report for an Application for a General Plan Amendment - Crocker Hills, 1975, and Staff Reports, 1975, 1976. These documents contain extensive discussions about the planning areas' physical characteristics, relevant issues and concerns, and development alternatives. These documents and the subsequent San Bruno Mountain Saddle Area Specific Plan are available for review at the Planning offices.

III. SAN BRUNO MOUNTAIN GENERAL PLAN AMENDMENT POLICIES

GOALS AND OBJECTIVES

1.1 Economic Development

- a. Provide for continued economic growth while meeting the needs for open space in Northern San Mateo County. (GEN. GOAL)
- b. Provide a significant number of employment opportunities. (GEN. GOAL)

1.2 Provision of Housing

Aid in alleviating the general housing shortage in San Mateo County by providing for the construction of a significant number and variety of new housing units. (GEN. GOAL)

1.3 Provision of Open Space

- a. Preserve and enhance the open space and environmental resources of San Mateo County. (GEN. GOAL)
- b. Reduce overall environmental impacts and preserve open space through the use of a compact development pattern. (GEN. GOAL)
- c. Preserve the Saddle planning area in open space use while providing opportunities for development in other planning areas. (GEN. GOAL)
- d. Minimize the impact of development in the Plan Area on the proposed Regional Resource Park. (GEN. GOAL)

1.4 Provision of Infrastructure

- a. Provide a wide range of public and private services and facilities in the plan area. (GEN. GOAL)
- b. Minimize impacts on existing traffic and transportation systems. (GEN. GOAL)

LAND USE CHAPTER

GENERAL LAND USE

2.1 Location of Proposed Uses

The general location of all proposed uses should be as shown on the Plan Map and the acreage devoted to each use should be as shown in Table I (see Summary Land Use Table in Appendix) and should not exceed those amounts. (L.U./HSG-1)

2.2 Development of Existing Slopes

It is the intent of the General Plan Amendment that no development should occur on existing slopes generally exceeding 30%. (L.U./HSG-1)

COMMERCIAL LAND USE

2.3 Intensity of Development

The intensity of retail, office and warehouse development should be as shown as in Table II (see Retail and Industrial Uses Table in Appendix) and should not exceed these amounts. (L.U./HSG-2)

2.4 Location of Future Development

Major commercial or office nodes include the Bayshore North commercial development, the Sierra Point office and warehousing development in the South San Francisco planning area, and a commercial area adjoining residential development in the South San Francisco planning area. Commercial retail in the residential area of the Northeast Ridge should be incorporated in the residential structures. (L.U./HSG-2)

2.5 Buffer Areas

To the extent feasible, commercial areas should be used to buffer residential areas from significant traffic noise. (L.U./HSG-2)

INFRASTRUCTURE CHAPTER

GENERAL POLICIES

3.1 Provision of Utilities

Gas, electric, sewage and water facilities should be provided in phase with the development needs in each planning area. (DEV/IMP-1d)

3.2 Facilities and Services

The following facilities and services should be provided in phase with the needs of the residents in each planning area: (1) police facilities, (2) fire facilities, (3) child care centers, (4) elementary schools, (5) commercial recreation, (6) totlots, (7) parks, playgrounds and playfields, (8) resource centers, (9) health facilities, and (10) recreation centers. (DEV/IMP-1c)

TRANSPORTATION

3.3 Circulation and Transportation

The circulation and transportation network are as shown in the General Plan Map (see original document for map). (CIR/TRAN-1)

3.4 Traffic Pattern

Through traffic should be discouraged on neighborhood streets. (CIR/TRAN-2)

3.5 Street System

A local street network should be developed to serve the Northeast Ridge area. The major arterial in the Northeast Ridge should intersect with Guadalupe Canyon Parkway at only a few selected points. The South San Francisco planning area should be served by a local street which parallels Randolph Avenue. The arterial roadway system should be as shown on the General Land Use Map (see original document for map). (CIR/TRAN-2)

3.6 Road Improvements

- a. Road improvements required to serve the Plan Area should be as shown in Table IV (see Traffic Impact Locations and Required Improvements Table in Appendix) and should be phased to meet demand. (CIR/TRAN-2)
- b. Road improvements shown in the Circulation Element should occur in phase with Plan Area development requirements. (DEV/IMP-1b)

cial recreation space in the Saddle area, (c) medical facilities, (d) libraries, (e) churches, (f) totlots, (g) small pools and play areas to be later dedicated to the neighborhood associations.
(DEV/IMP-2)

HOUSING CHAPTER

4.1 Variety of Housing

The Plan provides a variety of housing types for a range of family sizes and incomes. The total number of dwelling units and distribution of housing types by planning area is shown in the Plan Map and Table III and should not exceed these amounts (see original document for map and Appendix for Density and Housing Type Table). (LU/HSG-3)

4.2 Housing Densities

The density for each housing type should be within the range shown in Table III (see Density and Housing Type Table in Appendix). (LU/HSG-3)

4.3 High Rise Development

- a. The South San Francisco planning area contains a high-rise housing (type IV) complex for the elderly near the neighborhood retail center, as shown on the General Land Use Map. (See original document for map) (LU/HSG-3)
- b. Type IV units should be located only where soils and geologic conditions permit. (LU/HSG-3)

NATURAL RESOURCES CHAPTER

GENERAL POLICY

5.1 Development of Specific Plans

The applicable conservation methods presented in the San Mateo County Conservation and Open Space Plan and Ordinance should be used in the development of Specific Area Plans. (P/COS-2a)

WATER RESOURCES AND SENSITIVE HABITATS

5.2 Water Quality

Water quality within and around the Plan Area during and after construction should be controlled through proper handling of surface runoff, landscaping, and siltation basins. (P/COS-2b)

5.3 Preservation of Natural Streams and Habitats

- a. The "Saddle Bog" and headwaters of Colma Creek should be retained in their natural state in the Saddle planning area. (P/COS-2b)
- b. The water quality and quantity should be maintained in the "Saddle Bog" area and no development will be allowed to degrade the habitat of the "Bog". (P/COS-2d)

NATURAL VEGETATION

5.4 Preservation of Existing Vegetation

- a. Retained areas of existing vegetation, including those within the development land areas and those in the passive and active open space areas should be protected. (P/COS-2c)
- b. Existing significant stands of trees should be identified and protected throughout the planning and development process. (P/COS-2c)
- c. Existing tree and vegetative masses should be incorporated into the developed areas at more detailed phases of planning. (P/COS-2c)

5.5 Plant Species

- a. Landscaping plans for all planning areas should utilize plant types existing on-site, and where this is infeasible a non-aggressive plant species should be used. The plants used should not require excessive watering for maintenance. (P/COS-2c)

- b. Standard planting treatments should be developed during the Specific Plan review stages. (P/COS-2c)

5.6 Unique and Rare Vegetation

Protecting unique and rare and endangered species of plants in Owl and Buckeye Canyons and in the Saddle planning area. (P/COS-2c)

WILDLIFE

5.7 Management Program

A wildlife management program should be developed for the Plan Area especially in the open space areas, during the development of Specific Area Plans. (P/COS-2d)

SOILS

5.8 Erosion and Siltation

- a. Erosion and siltation should be controlled through the use of methods presented in the San Mateo County Conservation and Open Space Ordinance and other applicable County ordinances. (P/COS-2e)
- b. Minimizing topsoil and existing vegetation loss during construction through erosion control measures. (P/COS-2c)

5.9 Grading

- a. Removal of vegetation during grading should be minimized and phased to reduce visual impact. (P/COS-2e)
- b. Grading should be staged so that the aerial extent of grading operations would be limited to the areas of immediate construction activity, where practical. (DEV/IMP-1a)
- c. A grading plan should be developed at the Specific Plan stage which preserves the character of the natural landscape and the prominent topographic features of the area. (DEV/IMP-4)

5.10 Cut and Fill

Cut and fill should be balanced to the extent feasible. (DEV/IMP-1a)

PARK AND RECREATION RESOURCES CHAPTER

PARK AND RECREATION

6.1 South San Francisco Parks

Parks in the South San Francisco planning area should be studied at the Specific Plan level. The parks should be located centrally and away from major roadways. (P/COS-1)

6.2 Public Recreation Centers

- a. Public recreation centers should generally be located adjacent to recreation parks in residential development areas. These centers should include facilities or activities such as tennis courts, indoor swimming, and skating. (P/COS-1)
- b. At least one recreation center should be developed in the South San Francisco and Northeast Ridge planning areas. (FAC/SER-1)

6.3 Child Recreation Facilities

Totlots, child care centers and playgrounds should be widely dispersed within all planning areas containing residential development. (FAC/SER-1)

Dedication of Facilities

6.4 Transfer to Governmental Jurisdictions

The developer should construct the following facilities and dedicate them to the responsible governmental jurisdictions for operation and maintenance: (a) selected public parks to be dedicated to the ultimate responsible jurisdiction, and (b) playfields which are contiguous to schools, to be dedicated to the school district under joint power agreement. (DEV/IMP-2)

6.5 Transfer to Neighborhood Associations

The developer should construct the following facilities and dedicate them to the Plan Area Neighborhood Association: (a) playgrounds, (b) selected private open space lands, (c) bikeways and paths. (DEV/IMP-2)

OPEN SPACE

6.6 Open Space Distribution

Open space land should be as shown on the Plan Map and Parks and Open Space Map, and in accordance with Table 1 (see original document for maps and Appendix for Summary Land Use Table). (P/COS-1)

6.7 Dedication of Open Space

The developer should dedicate unimproved open space to the ultimate annexing jurisdictions. (DEV/IMP-2)

6.8 Sloped Land

- a. Land with a slope generally exceeding 30% should be left in open space. (P/COS-1)
- b. The Plan should provide parks and open space which is less than 30% and which is sufficient to meet the needs of new residents. (P/COS-1)

6.9 Northeast Ridge Path and Open Space Linkages

A system of paths and open space areas should link development and park areas. (S/D-2)

VISUAL QUALITY CHAPTER

PROTECTION OF VIEWS

7.1 Ridgeline Preservation

The visual integrity of the main ridgeline of San Bruno Mountain should be retained. (S/D-1)

7.2 Northeast Ridge Views

- a. The view of the Northeast Ridge from Brisbane should be protected by retaining a significant amount of natural open space in this planning area, and blending development with the natural land forms of the site. (S/D-1)
- b. The north slope of the Northeast Ridge and the Saddle should be left undisturbed except for development areas shown on the Plan. (S/D-1)

URBAN DESIGN CONCEPT

7.3 Development Layout

- a. Development in the Plan Area should provide for development that assures easy identification of land uses, easy access, and convenient circulation; and
- b. Assure the prominent open space character of development. (S/D-2)

7.4 Compatibility of Development

The development in the Northeast Ridge and South San Francisco planning areas should be compatible with adjacent communities. (S/D-2)

7.5 Northeast Ridge Cluster Development

Development should be clustered in the Northeast Ridge planning area, leaving the hillsides in open space. (S/D-2)

Landscape Design

7.6 Landscape Concept

- a. The landscape design of the Plan Area should provide a smooth transition between the man-made and the natural environment, and it should maintain the site's natural features. (S/D-3)
- b. A landscape plan should be prepared which preserves and provides for management of the existing vegetation and protects and expands the existing native plant stock. (S/D-3)

7.7 Suitable Plant Types

Plants should be selected which are compatible with the micro-climates of the Plan Area. (S/D-3)

7.8 Screening

Where necessary, trees should be used for screening and noise dampening, wind screens between clusters of development, and to reduce the effect of the wind on the ground. (S/D-3)

7.9 South San Francisco Planning Area Greenbelt

A greenbelt should separate the residential development from the traffic along Randolph Avenue. (S/D-2)

7.10 Street Furniture and Graphics

A general landscape plan including a system of street furniture and graphics should be designed at specific design levels to unify the development. (DEV/IMP-4)

HISTORICAL AND ARCHAEOLOGICAL RESOURCES CHAPTER

8.1 Site Preservation

Significant archaeologic and historic sites should be preserved or excavated prior to construction in any planning area. (P/COS-2f)

8.2 Identification and Protection Program

A comprehensive program to find and protect the archaeologic sites in the Plan Area should be developed during the preparation of the Specific Area Plans. (P/COS-2f)

8.3 Sierra Point Area

Prior to any construction in the Sierra Point area, the developer should obtain the services of a qualified archaeologist to identify, locate and assess archaeological sites. (DEV/IMP-4)

HAZARDS CHAPTER

9.1 Noise Impacts

Noise impacts on individual land uses should be reduced through proper site selection and use of barriers such as grade separation, berms, and vegetation. (S/D-2)

9.2 Air Quality

Methodologies to offset air quality impacts during construction should be developed at the Specific Plan Level. (DEV/IMP-4)

9.3 Construction Disturbances

At the Specific Plan Level, detailed methods for reducing construction noise, pollution and other disturbances on-site and in adjacent areas should be developed. (DEV/IMP-4)

ACTION PROGRAM - SPECIFIC PLAN REQUIREMENTS

10.1 Mandatory Specific Plan Preparation

It shall be the policy of San Mateo County that in implementing the General Plan for Crocker Hills, the County shall require the preparation of a Specific Plan for each planning area as set forth in the General Plan and as provided for in Section 65450 et. seq. of the Government Code. Such plans shall be prepared and recommended for adoption by your Commission and the Board of Supervisors prior to approval of zoning. (GPA/POLICY-1)

10.2 Combined Permit Processing

It shall be the policy of San Mateo County that it will not object to the processing of Specific Plans and a Planned Unit Development in conjunction with each other so long as the Specific Plan is first approved. (GPA/POLICY-2)

10.3 Submittal Requirements

It shall be the policy of the County of San Mateo to not only require compliance with Section 65451 of the Government Code, but also to require the Planning Director to submit to the Commission, as provided for in Section 65452 of the Government Code, all regulations, programs and proposed legislation which he may feel is necessary or convenient for the systematic implementation of the General Plan for Crocker Hills. At a minimum, the following areas of specific concern shall be included within the scope of Specific Plans for the Plan area: (A) noise impacts on and off-site and their relationship to planned uses; (B) traffic hazards and controls; (C) parking management and inducements to transit use; (D) traffic impacts on neighborhood streets; (E) urban design concepts; (F) specific landscape planning and programs for the management of natural vegetation; (G) detailed geotechnical analyses; (H) drainage, and measures for prevention of siltation and erosion; (I) micro-climatic conditions where appropriate; (J) water quality and water usage; (K) wildlife management; (L) archaeological analyses; (M) water, electricity and natural gas conservation; (N) studies of the Saddle interface with the proposed regional resource park and retention of Saddle wetlands, especially the "Bog" wetland; (O) grading plans which minimize, localize, contour and restore graded areas; and (P) provision of adequate landscaped buffer in the Saddle area along Guadalupe Canyon Parkway to (1) reduce noise, (2) provide visual transition, and (3) reduce potential invasion of non-native plants and domestic pets into the proposed regional resource park. (GPA/POLICY 3)

10.4 Monitoring and Regulation of Development

It shall be the policy of the County of San Mateo to exercise its jurisdiction to monitor and to regulate the development of the Plan Area and, in that respect, to take all steps available to it to protect the public welfare so that the public not carry the burdens of an unfinished development or other impediments which would be a financial burden upon the public. (GPA/POLICY 4)

10.5 Performance Assurances

In recognition of the fact that the actual development may not be undertaken by the parties now seeking amendment to the General Plan and thus, there may be multiple developers in the area, it shall be the policy of the County of San Mateo to require that security measures shall be taken to protect any governmental entity and the general public so that orderly development will be assured in any project commenced within the areas of the General Plan for Crocker Hills. It shall be the policy of the County of San Mateo, as part of specific plan approval, to require assurances of performance which specify dedication agreements, performance bonding, covenants, code restrictions in deeds of trust of developer reserves, as presented in Table 24, entitled "Recommended Performance Controls" in the fiscal analysis for the following facilities: (A) on-site road, utility, and public facilities and services; (B) playfields adjacent to schools; (C) public use parks; (D) other developable open space; (E) undeveloped open space; (F) community recreation centers; (G) transit systems; (H) biking and pedestrian trails; (I) playgrounds; and (J) police and fire facilities.

The developer shall be financially responsible for only that portion of the required facilities and services required by the proposed development. (GPA/POLICY 5)

10.6 Coordination with Annexing Jurisdictions

It shall be the policy of the County of San Mateo to work closely with annexing jurisdictions to develop mutually acceptable standards, criteria and guidelines for the development of Specific Area Plans and for the issuance of any permits. (GPA/POLICY 6)

10.7 Timing of Road Improvements

It shall be the policy of the County of San Mateo that as a condition of approval of any Specific Plan, PUD, or Tentative Map, the Board of Supervisors shall require an agreement between the developer and the affected jurisdictions that will guarantee that required road improvements, as determined by the jurisdiction, will be provided by the time of full occupancy of the PUD or rezoned area. If the agreement is not implemented, the zoning shall revert to the zoning of the property which existed at the time of the preparation of the Specific Area Plan. In

unincorporated areas, service level "D" shall be used as the standard of adequacy. Service level "D" is that level described in the Federal Highway Capacity Manual. (GPA/POLICY 7)

10.8 Availability of Public School Facilities

It shall be the policy of the County of San Mateo that public school facilities required by the development shall be available concurrent with need. To meet this objective, the developer shall dedicate school sites required under the Plan, and as a condition of Tentative Maps, present evidence satisfactory to the County Planning Commission and Board of Supervisors that required school services will be provided. Should evidence not satisfactory to the Planning Commission and Board of Supervisors be presented, the zoning shall revert to the zoning of the property which existed at the time of the preparation of the Specific Area Plan. The developer should work closely with the school district to resolve outstanding differences in school projections, facility and site sizes, and service levels.

It should be noted that the term "dedicate" as used in this instance requires the developer to provide suitable sites to the school district. The district is then required to reimburse the landowner in accordance with Government Code Section 66478. (GPA/POLICY 8)

10.9 Availability of Facilities and Services

It shall be the policy of the County of San Mateo that all public and private facilities and services required by the General Plan Amendment and by Specific Plans for the Plan Area, shall be available concurrent with need. The developer shall present evidence satisfactory to the County Planning Commission and Board of Supervisors prior to Specific Plan approval that the required facilities and services will be provided. Security, therefore, may be required. (GPA/POLICY 9)

10.10 Affordable Housing

It shall be the policy of the County of San Mateo that 20% of all units shall qualify for government "low and moderate income" housing programs and the developer shall enter into those programs as soon as they become available. For purposes hereof, "low and moderate income" shall be as defined by the State, Federal or County agency providing financing for such a program, which takes account of housing costs, housing needs, and the levels of income of persons in the San Mateo County area. The low and moderate income housing units shall be made available from the start of residential development in each Planning Area without excessive concentration in any single structure. Further, the low and moderate income units provided shall include a greater proportion of larger 2, 3, and 4 bedroom units than presently proposed. The exact unit types shall be determined during Specific Plan preparation. (GPA/POLICY 10)

10.11 Condominium Conversion

It shall be the policy of the County of San Mateo that prior to conversion of apartment units to condominiums, the developer must demonstrate that such conversion would not reduce the availability of low or moderate income units in the Planning Area. (GPA/POLICY 11)

10.12 Phasing of Development

It shall be the policy of the County of San Mateo that the construction of residential, retail, and office developments in the Plan Area should be phased to maintain a reasonable balance between land uses based on community needs, market demand, and development practices. (GPA/POLICY 12)

2

EMERALD LAKE HILLS

EMERALD LAKE HILLS COMMUNITY PLAN

I. BACKGROUND

A. PHYSICAL SETTING

The Emerald Lake Hills planning area is located on the Bayside of the Peninsula and bordered on the south by the Town of Woodside, on the east by Redwood City, on the north by Edgewood Road and Palomar Park, and on the west by Edgewood Park, the former surplus State College site. This entirely residential area of single-family homes has a rustic, rural setting characterized by steep slopes, prominent ridgelines offering views of the Bay, extensive natural vegetation, natural streams, wooded canyons and narrow, often unpaved roads with frequent hairpin turns.

B. HISTORICAL DEVELOPMENT

With few regulatory controls, the area was initially subdivided in the 1920's as a vacation community for San Franciscans. Since many of the lots were inexpensive, people invested in them as sites for retirement homes or in anticipation of increasing land values. However, the use of septic systems and an inadequate water distribution system slowed growth and temporarily suspended new development. In 1975-76, a high number of septic system failures created serious health problems prompting the Regional and State Water Quality Control Boards to prohibit new development using septic systems.

C. PLAN DEVELOPMENT MILESTONES

- 1972 - County and Redwood City began Halstead General Plan Study.
- 1974 - Board of Supervisors imposes moratorium on building and subdivision permits to allow time for preparation of General Plan.
- 1977 - Emerald Lake Hills Community Plan adopted by the Planning Commission and Board of Supervisors.

II. ISSUES

A. DENSITY AND LAND USE

Preserving the low density, single-family character of Emerald Lake Hills is a key concern. The installation of the sewer system, however, will allow the construction of about 800 new dwellings. Together with the homes that exist today, a total of 1,850 dwelling units can occur at an average density of 2.3 dwellings per acre.

Different single-family housing sizes, styles and costs distinguish the area from surrounding tract neighborhoods and provide opportunities for families of different sizes and incomes to live in the community. Preserving this established character, however, precludes other land uses. Apartments are not compatible because their density and appearance conflicts with the single-family character and they would generate additional traffic which the road system cannot accommodate. Nor are commercial land uses appropriate because of rough terrain and, again, the poor road system. The neighborhood commercial center just outside the planning area provides for the daily shopping needs of the residents. Clustered housing is compatible because this approach allows for reduced removal of trees, less grading, less paved area and more open space.

B. SUBDIVISION PATTERN AND LOT OWNERSHIP

Initial subdivisions in Emerald Lake Hills occurred with few regulatory controls and created far too many lots. Many of the lots are poorly designed in relation to the natural features found in the area. Several excessively narrow lots lie in streambeds and/or on steep rocky slopes. Some very small lots on the steepest hillsides contain as little as 2,500 sq. ft. while others contain 10,000 or 20,000 sq. ft. but have contours that require extensive grading and vegetation removal in order to develop them. The most common lot size is 7,000 sq. ft., but there are also some large undivided parcels several acres in size.

The fragmented pattern of land ownership further complicates the irregular pattern of subdivision. Many people own one or more extra lots in order to accommodate a septic system. This is because septic tank drainfields require 15,000 sq. ft.; however, the zoning before plan implementation only required lots to contain 5,000 sq. ft. The remaining lots, boxed in by development, stayed vacant because they were too small to accommodate a septic system. Prior to plan implementation, this created a total of 1,088 vacant lots held by over 700 separate owners.

C. ROAD SYSTEM

The winding, narrow and often unpaved system of roads contributes to the rural atmosphere of Emerald Lake Hills; however, it also creates several access, parking and improvement problems. Many roads measure less than 15 feet wide; none are over 22 feet. Narrow widths make access by emergency vehicles, especially fire trucks, a serious problem. Many older homes lack off-street parking areas. This situation causes many people

to park in the roadway itself and block the travel lanes. Another problem involves road improvements. Improving roads either to correct immediate safety problems or widen major streets is often difficult, because the worst roads pass through areas with steep slopes, heavy tree cover and existing structures built too close to the roadway. Improving the roads, while preserving their established character, requires the use of creative parking solutions and flexible road standards.

D. INFRASTRUCTURE

1. Wastewater Management

A series of septic system failures in 1975 created a serious health problem throughout Emerald Lake Hills, and prompted the Regional and State Water Quality Control Boards to prohibit new home construction that used septic systems. This effectively halted new home construction until the installation of a sewer system.

Phased installation of the new sewer system will occur over several years. First priority should go to existing homes instead of new development. The opportunity to buy into the sewer district should be given to new development only if the site is immediately adjacent to the sewer lines. Extension of the initial system solely to serve vacant land should not receive consideration until the lines to serve existing homes are completed.

2. Water Supply

The present water distribution system serving Emerald Lake Hills suffers from inadequately sized water mains and poor water pressure. Typical water mains are two inches in size which prevents the installation of fire hydrants and decreases water pressure, especially as more homes connect to the system.

Another concern involves the cost of connecting to the system and service rates. The first landowner building in an undeveloped area must pay the full cost of a main extension to the site without reimbursement from other property owners who might benefit from the extension. Often, the high cost of supplying water to these undeveloped properties hinders development. There has also been controversy about the rates charged for water in the area, because they are higher than in surrounding Redwood City. The City contends that the present system requires more maintenance which leaves little funding to replace inadequate water lines.

E. FIRE PROTECTION

Steep hillsides, narrow canyons, dense brush and tree cover create a severe fire safety problem for Emerald Lake Hills; however, fire protection is hampered by a lack of fire hydrants, the road system and fragmented service. Often, only a few fire hydrants are available, because small water mains provide insufficient pressure. The narrow, winding roads also interfere with fire protection, although response time is quite fast considering the circumstances. Fire protection responsibili-

ties also create concern. Presently, the State Division of Forestry responds to structural and brush fires in northern Emerald Lake Hills and Palomar Park. The Woodside Fire Protection District serves the southern half of the area. The present infrastructure constraints, however, make the Redwood City and Woodside fire protection agencies hesitant about assuming responsibility for the entire area. The jurisdictions have mutual aid agreements to assist each other during emergencies.

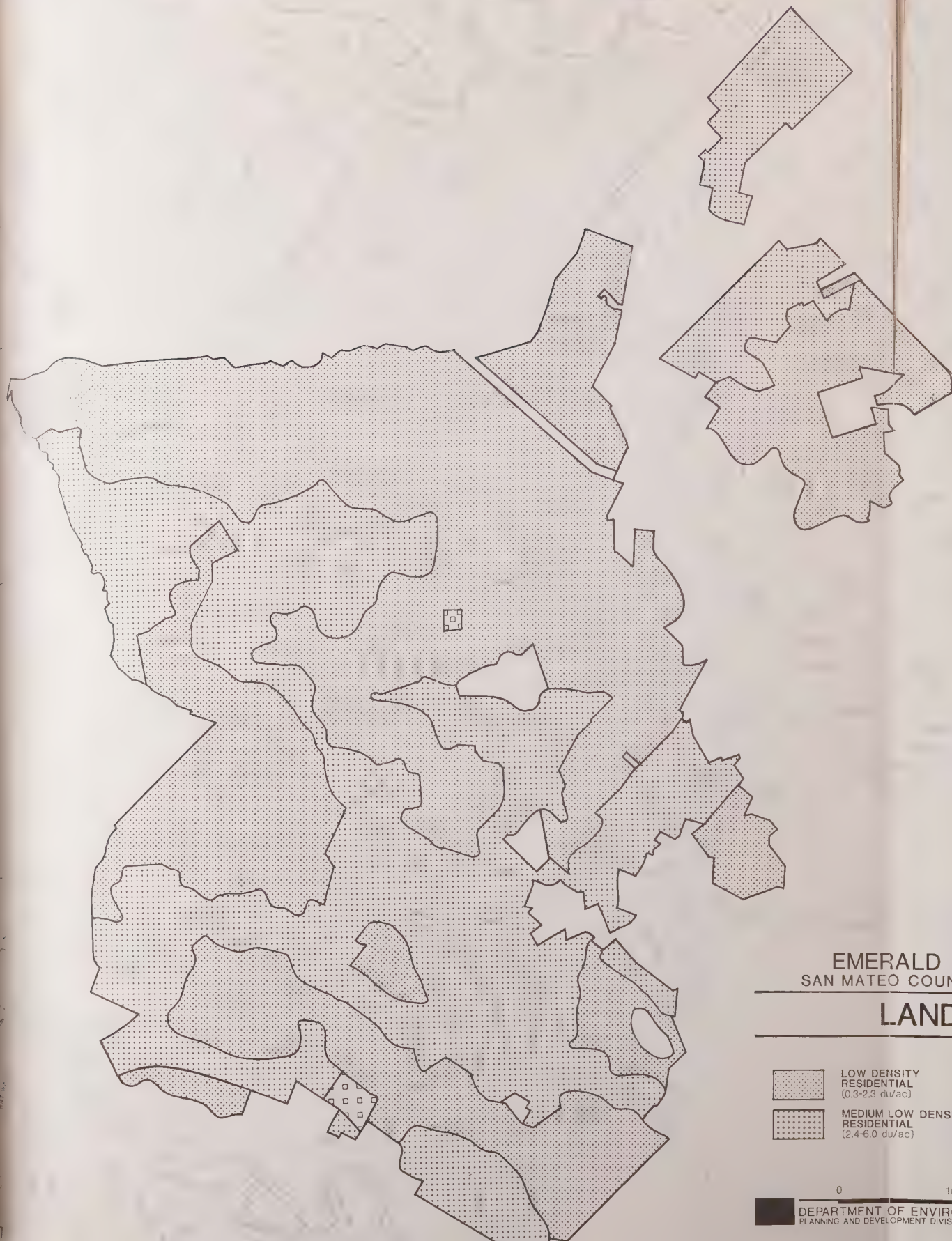
F. CONSERVATION AND OPEN SPACE

Since it is inevitable that residential growth will occur, it becomes important to ensure the compatibility of new development with the established landscape character of the area. Preserving open space and natural features will keep Emerald Lake Hills a desirable place to live. Purchasing open space for public use will also help to maintain the natural character.

During the development of the plan, Emerald Lake Hills had no public open space or parklands. This was because residents felt formal parks and organized recreation areas detracted from the rural atmosphere and would be expensive to maintain. Instead, parks and open space priorities focused on land purchase in order to retain the rural setting. Such acquisitions would be funded through the redevelopment program or the establishment of a County Service Area.*

A network of trails is also a high priority item for Emerald Lake Hills. Hiking, horseback and bicycle riding, popular activities, require a system of trails. Many of the trails, however, developed on the original subdivision map have never been improved, marked or maintained. They should be protected, where possible, from new development that would prevent their use. Also, along roads of sufficient width, paths with a simple wooden barrier against auto traffic should be built and used by pedestrians and riders.

*(Note: The redevelopment program was deleted by the Board of Supervisors.)



EMERALD LAKE HILLS
SAN MATEO COUNTY GENERAL PLAN

LAND USE

	LOW DENSITY RESIDENTIAL (0.3-2.3 du/ac)		MEDIUM DENSITY RESIDENTIAL (6.1-8.7 du/ac)
	MEDIUM LOW DENSITY RESIDENTIAL (2.4-6.0 du/ac)		INSTITUTIONAL

0 1000 2000 FEET

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
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III. EMERALD LAKE HILLS COMMUNITY PLAN POLICIES

GOALS

1.1 Preserve Rural Character

Preserve the present rural character and living quality. (GEN. GOAL)

1.2 Use of Property

Allow nonresident landowners to make appropriate use of their property. (GEN. GOAL)

1.3 Development Sites

Guide development to suitable lands to protect the hillsides and vegetation. (GEN. GOAL)

1.4 Road Standards

Modify road standards to meet the special needs of Emerald Lake Hills. (GEN. GOAL)

1.5 Wastewater Management

Develop a wastewater management system to solve the public health problems caused by failing septic tanks. (GEN. GOAL)

1.6 Design

Encourage housing design and construction which blends with the natural setting and causes minimal damage to the environment. (GEN. GOAL)

1.7 Implementation Actions

Adopt stricter zoning and a redevelopment and open space acquisition program to achieve these goals. (GEN. GOAL)

LAND USE CHAPTER

GOAL

2.1 Preservation of Rural Character

Preserve, as much as is legally and economically possible, the present rural character and living quality of Emerald Lake Hills. (LU-GOAL)

RESIDENTIAL LAND USE

2.2 Protection of Community Character

Keep the low density, residential character of the community by limiting land uses to single-family homes, clustered homes, and townhouses in the redevelopment sites.¹ (LU-1)

2.3 Development Densities

Overall density shall be between 2.0 and 2.5 units per gross acre.² Density in the redevelopment sites shall range from 4.0 to 8.0 units per net acre, with an overall average density of 6.0 units per net acre.¹ (LU-2)

2.4 Merger of Adjacent Lots

Require the merger of adjacent lots under one owner into parcels which conform to the zoning, before building permits are issued. (LU-3)

2.5 Lot Size Development Criteria

Reduce the development potential, consistent with the natural holding capacity of the land, by a rezoning which bases the lot for a house on the slope of the land.² (LU-4)

Notes: ¹Emerald Lake Hills Redevelopment portion deleted by Board of Supervisors--Resolution #038103.

²The land use designations adopted in the Emerald Lake Hills Community Plan provide a generalized indication of the densities permitted. The designations are not intended to be parcel specific. Rather, implementation through the Residential Hillside District regulations determines specific density on a parcel-by-parcel-basis.

INFRASTRUCTURE CHAPTER

GOALS

3.1 Wastewater Management System

Develop a wastewater management system to solve public health problems caused by failing septic systems. (WW-GOAL)

3.2 Provision of Water

Develop an adequate water distribution system to serve existing and future homes and for fire protection. (W-GOAL)

3.3 Preservation of Road System

Improve and maintain the existing road system so that it provides a basic and safe level of access compatible with the natural features and rural atmosphere of Emerald Lake Hills. (RPT-GOAL)

WASTEWATER MANAGEMENT

3.4 Location of Sewer System

Develop a sewer plan that allows the open space sites to remain unsewered, within the engineering constraints of the sewer system. (COS-10)

3.5 Criteria for Providing Sewer Service

- a. Sewer all existing homes in accordance with State and federal requirements. (WW-1)
- b. Require sewers for all new residential construction within the sewer service area. (WW-2)

3.6 Criteria for Sewer System Expansion

Expand the original sewer system only after all existing homes and infill lots have sewers available for connection, then base the expansion on the following priorities: (WW-4)

- a. Lands within development suitability categories I and II on Map B shall be sewered first.
- b. Lands within development suitability categories III, IV, V, and VI on Map B shall be sewered last. (See original document for map.)

3.7 Role of the County in Obtaining Funding

Obtain State and federal grant funds to help pay for the wastewater management system. (WW-3)

WATER

3.8 Installation of Water Lines

Work with Redwood City to coordinate the installation of new water lines with the construction of the sewer system. (W-1)

3.9 Ownership Alternatives

Study alternatives for the ownership of the water distribution system and for financing and scheduling the replacement of inadequate water lines. (W-2)

ROAD SYSTEM

3.10 Through Traffic

Discourage through traffic on exceptionally narrow or winding roads with the use of signs, one-way streets, or other traffic control devices. (RPT-4)

3.11 Common Driveways

Consider the use of common driveways when groups of lots, or whole blocks, are to be developed as a unit. Portions of the road right-of-way could be exchanged for property on the rear of the lots to create an easement for a common access driveway. (RPT-5)

3.12 Use of Asphalt Berms

Install asphalt berms as needed for drainage control and safety, unless it is shown that curbs and gutters are necessary. (RPT-3)

3.13 Location of Pathways

Construct asphalt or gravel pathways along one side of the road on collector and major residential streets, and other streets as necessary. (RPT-6)

3.14 Location of Street Parking

Keep parking off the travel way, on private property, or in parking bays within the road right-of-way. (RPT-2)

3.15 Road Development Standards

Use a community road standard of 22' paved travel width for two-way streets and 15' paved travel width for one-way streets with no parking lanes. (RPT-1)

3.16 Road Improvement Priorities

Finance and construct road improvements based on the following priorities: (RPT-8)

Phase I

- a. Improve intersections with serious hazards.
- b. Widen blind curves.
- c. Use one-way designation, where appropriate, in pilot studies on problem streets.

Phase II

- a. Solve existing on-street parking problems with the construction of parking bays.
- b. Improve residential streets which carry traffic volumes greater than 500 trips per day.

Phase III

- a. Pave dirt and gravel roads as desired by adjoining residents.
- b. Improve paths with signs, markers, protection from autos, and surfacing.

Phase IV

- a. Improve minor residential streets to meet community road standards, as warranted by increased traffic levels.
- b. Improve long, dead-end roads to meet community road standards as much as feasible.

NATURAL/PARK AND RECREATION RESOURCES CHAPTER

GOALS

4.1 Preservation of Natural Features

Preserve the natural features of Emerald Lake Hills by reducing the ultimate amount of urban development to a level which is appropriate for the natural holding capacity of the land. (COS-GOAL)

4.2 Location of New Development

Guide the majority of future development to the flat and gently sloping areas. (COS-GOAL)

4.3 Acquisition of Open Space

Acquire at least 22 acres of scenic land suitable for public recreation. (COS-GOAL)

4.4 Preservation of Trail System

Preserve and add to the existing informal trail system for hiking, horse riding, and bicycling. (COS-GOAL)

WATER/VEGETATION RESOURCES

4.5 Natural Drainage Channels

Do not disturb streambeds and natural drainage channels. (COS-4)

4.6 Preservation of Vegetation

Preserve the existing vegetation, especially the large, full grown trees. (COS-2)

SOIL RESOURCES

4.7 Minimize Grading

Limit grading for house and road construction to minimize soil erosion and water runoff. (COS-3)

PARK AND RECREATION RESOURCES

4.8 Preservation of Open Space

Locate and design dwellings so that prominent edgelines, hilltops, and rock outcroppings remain open. (COS-1)

4.9 Development of Open Space

Maintain acquired open space lands in their natural state, with only minimal development for activities such as hiking, riding, and informal play. (COS-12)

4.10 Permitted Use of Former State College Site

Consider the former State College site for a regional park or open space preserve. (COS-11)

4.11 Financing Open Space

- a. Take the steps necessary to establish a County Service Area for the Emerald Lake Hills area for the acquisition and maintenance of public trails and open space. (COS-7)
- b. Give highest priority to land acquisition, then to the maintenance of the trail system, and the lowest priority to the development of the park sites for recreation. (COS-9)

4.12 Role of Site Selection Committee

Provide for the selection of open space sites by a committee of residents and property owners with the concurrence of the Board of Supervisors. (COS-8)

TRAILS

4.13 Protection of Trails

Prevent new development that would obstruct the trails set aside on the original subdivision maps. (RPT-7)

HAZARD PROTECTION CHAPTER

GOAL

5.1 Reduce Risk of Fires

Reduce risk from both structural and wildland fires. (F-GOAL)

FIRE

5.4 Criteria to Reduce Fire Hazards

- a. Use zoning controls and design road improvements to lessen the potential fire hazards. (F-3)
- b. Install an adequate fire hydrant system. (F-2)
- c. Require use of fire resistant materials in new home construction. (F-5)
- d. Encourage the planting of fire retardant plants. (F-6)

5.5 Role of Woodside Fire Protection District

Maintain the California Road fire station for service to Emerald Lake Hills. (F-1)

5.6 Role of State Department of Forestry

Continue to receive fire protection from the Division of Forestry until the area has been built up enough to bear the full cost of providing its own service, then construct a second fire station in the northern part of the area. (F-4)

GEOLOGIC AND FLOODING

5.2 Geological Review

Require adequate geological investigation of site conditions before issuing building permits. (COS-5)

5.3 100-Year Floodplain

Prevent building within the 100-year floodplain and within potential dam inundation areas. (COS-6)

3

MONTARA-MOSS BEACH
EL GRANADA

MONTARA-MOSS BEACH-EL GRANADA COMMUNITY PLAN

I. BACKGROUND

A. PHYSICAL SETTING

The Montara-Moss Beach-El Granada community extends along the Pacific Coast from Martini Creek, at the base of Montara Mountain, to the northerly city limits of Half Moon Bay. Elevation ranges from sea level to 1,600 feet. A series of streams and arroyos, the Ocean, stands of eucalyptus and cypress trees and mountains join together to create a spectacular natural setting for the community.

B. HISTORICAL BACKGROUND

The area remained unsettled during the early part of this century until after the 1906 San Francisco earthquake and fire. Speculators quickly subdivided lands along the route of the Ocean Shore Railroad in anticipation of an exodus of San Francisco residents affected by the disaster. San Francisco, however, quickly rebuilt itself and few of the subdivided lots were ever developed. In time, most of the curbs and sidewalks installed by the developers were buried under several feet of earth.

Growth occurred slowly in the community and by 1950 the population comprised only 1,700 residents. During the early 1960's, plans were proposed to develop extensively in and around Montara and Moss Beach by the Dolger Corporation, owners of approximately 8,000 acres of land in the area.

C. PLAN DEVELOPMENT MILESTONES

- 1976 - Work program for new community plan adopted by the Planning Commission; preliminary report setting forth goals, policies and alternative levels of growth published by Planning Department.
- 1977 - Staff directed by Planning Commission to develop a low growth plan with maximum preservation of natural resources.
- 1978 - Montara-Moss Beach-El Granada Community Plan adopted by Planning Commission and Board of Supervisors.

II. ISSUES

A. LAND USE

1. Residential

a. Preservation of Residential Character

Preservation of the community's existing character is important to the residents because it gives the locale a sense of identity and distinguishes it from other areas. However, since 1970, new residential development has changed the small town character of this coastal community. Many of the new houses are built to maximum building standards and exceed the size and scale of older houses. The site design of the newer houses is another concern. Often during construction the natural vegetation and unique terrain characteristics are ignored.

b. Housing Condition and Need

During development of the plan, the approximately 2,500 housing units within the Montara-Moss Beach-El Granada community represented about one percent of the County's total housing stock. It is estimated that less than 2% of the community's housing can be considered substandard.

A demand exists for farm labor housing where agricultural production occurs. Sufficient farm labor housing should be provided within the community to house local workers and to encourage agricultural production in areas with prime soils.

2. Commercial

Because the community must provide retail services for both the local population as well as recreational visitors, the location of commercial areas becomes important. In order to keep visitor and residential retail traffic separated, commercial recreation centers need to be developed at key points along the Ocean front and at the harbor to provide for visitor needs. Retail services for residents need to be strengthened by building strong commercial centers. Such centers will not only provide community services, but will serve as focal points as well.

Zoning is another issue. Before the adoption of the Plan, 98 scattered acres were zoned commercial; however, only about 7 acres were actually in commercial use. The remaining acres were either vacant or occupied with other land uses. Commercially zoned areas need to be reduced to an amount suitable to serve the population and consolidated into logical service centers to meet community needs.

3. Industrial

Prior to adoption of the Plan, too much land was designated for industrial use. At that time, 120 acres were zoned for industrial development, however, the amount was excessive in relation to past trends and future projections. Less than 15 acres were actually in industrial use, specifically, a candle factory and boat building facilities. Development of a stronger industrial base would help support public services in the community and provide a better job market.

B. TRANSPORTATION

1. Coast Highway Alignment

A new alignment for the Coast Highway was adopted by the State and County in 1958 to bypass Moss Beach, Montara and Devil's Slide. The community, however, is against construction of the bypass behind Montara and Moss Beach and in favor of a new alignment bypassing Devil's Slide in the vicinity of Martini Creek. Opposition to the adopted alignment centers on the increased recreation traffic that would pass through the community from the highway to the beach, creating additional safety problems for pedestrians and school children.

2. Road Standards

The narrow, unimproved streets of Montara, Moss Beach, and El Granada contribute to the small town character of the community, but they need to be paved in order to control drainage and provide an adequate all-weather travel surface. Current County road standards require the development of street widths that are too wide to blend with the established character of the community. Modified road standards seem more appropriate as they allow flexibility in road widths, which are more compatible with community image and residential development.

3. Trails

Because access routes are designed primarily for vehicles, there is a need for a trail system to accommodate the needs of both pedestrians and recreationists. Walkways, paths and hiking trails would provide access within the individual communities and to the schools, parks, beaches and open space areas.

C. CONSERVATION AND OPEN SPACE

Because a vast amount of open space surrounds the community and distinguishes it from the dense urbanization of San Francisco and Bayside cities, preservation of the scenic physical setting is a key issue. A variety of planning concepts and governmental regulations could be used to conserve the open space character. These include cluster development, density transfer, agricultural preserves, purchase of development rights and public purchase.

D. PARKS AND RECREATION

While there are many park and beach facilities within the community only two are intended for use by residents. The other facilities are regional facilities serving San Mateo County and the entire Bay Area. In order to acquire and maintain additional community oriented facilities, residents must participate in local financing arrangements. Such methods include a recreation district or special service district with taxing powers, joint powers, agreements or cooperative agreements with public schools.

E. INFRASTRUCTURE

1. Community Facilities

a. Airport Land Use Conflicts

Land use conflicts exist between the Half Moon Bay Airport and surrounding residential development. To mitigate these and protect the public from aviation hazards, the ALUC adopted an Airport Plan in 1977. This Plan established approach zones, prohibited structural development within the approach zones and prohibited new residential development in areas above a certain noise level. Subsequent Board of Supervisors actions, however, were inconsistent with Airport Plan Land Use policies. The Board of Supervisors voted to retain existing zoning and to not acquire additional land in the approach zones or in areas exposed to high noise levels.

b. Pillar Point Harbor

As the only port of refuge between San Francisco and Monterey, Pillar Point Harbor is a major resource of the community and has a strong influence on surrounding land use. Extensive development of the harbor was proposed at one time, but plans were later scaled down to a less intensive level with a focus on commercial fishing.

2. Public Services

a. Water

The two water suppliers serving the community have experienced difficulty in accommodating the needs of customers. Coastside County Water District, serving El Granada, experiences shortages during drought conditions. Citizens Utilities Water Company, serving Montara and Moss Beach, provides a level of service which residents rate as very poor. It appears that acquisition of this company by either another company or public district is the only way of improving service.

During plan development, district boundaries were also an issue. Like sanitary districts, water district boundaries extended well beyond the limits of urban development and needed to be brought into conformance with projected growth patterns.

b. Wastewater

When the plan was developed, the existing boundaries of the three sanitary districts were obsolete and needed to be redrawn. The Montara, Half Moon Bay and El Granada districts were originally established when extensive community growth was anticipated. Revised growth patterns and population projections now require new district boundaries more in line with anticipated development patterns.

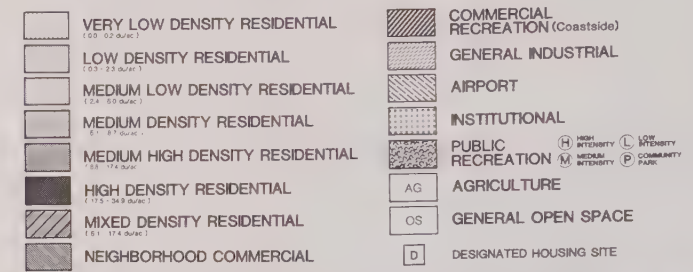
F. COMMUNITY APPEARANCE

Because of the design of many new houses in the community appearance has become an issue. The size of many new houses is changing the small town character. Some houses form rows of massive structures out of harmony with the surroundings, because they are built to the maximum height and lot coverage. Views, open space and natural features have been destroyed. Concern about this issue led to the creation of a design review procedure allowing more detailed evaluation of new buildings and their effect upon adjacent natural features and development.

MID-COAST AREA

SAN MATEO COUNTY GENERAL PLAN

LAND USE



1 9 30 acre

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III. MONTARA-MOSS BEACH-EL GRANADA COMMUNITY PLAN POLICIES

GOALS AND OBJECTIVES

1.1 Natural Resource Protection

Preserve and protect the qualities, both natural and man-made, which give this coastal community its special character and distinguish it from other places. (GEN. GOAL)

1.2 Design Characteristics

Encourage good design in new construction which reflects the character, and is compatible with the scale, of the neighborhood in which it is located. (GEN. GOAL)

1.3 Development Patterns

Establish development patterns which preserve and protect the environmental features which form the unique natural setting of the community, i.e., the ocean, beaches, trees, and mountains. (GEN. GOAL)

1.4 Economic Development

Provide economic opportunities for the community by allowing for the development of appropriate and desirable industrial and commercial uses. (GEN. GOAL)

1.5 Retail Development

Encourage the orderly development of core commercial centers in each community to meet the needs of residents, and separate commercial recreation centers to serve tourists visiting the Mid-Coastside. (GEN. GOAL)

1.6 Road System

Establish a road system which is compatible with the small-town character of the community. (GEN. GOAL)

1.7 Infrastructure Phasing

Encourage the phasing of community services and utilities in relationship to the growth set forth in the Community Plan. (GEN. GOAL)

1.8 Housing

Accommodate a variety of dwelling styles within an economic range which serves the housing needs of the community. (GEN. GOAL)

LAND USE CHAPTER

GOALS

2.1 Location of Commercial Uses

Concentrate commercial activity in established centers to strengthen and enhance the centers as community focal points, and provide separate areas for commercial recreation to serve visitors. (COM GOAL)

2.2 Industrial Development

Increase industrial development to provide a better tax base to help support community services, and to create a source employment. (IND GOAL)

RESIDENTIAL LAND USE

2.3 Limit Residential Development

Employ the policies of the Seismic Safety Element of the County General Plan to prohibit or strictly control residential development in areas subject to danger from natural or man-made hazards, unless mitigation measures are incorporated into the building design to reduce risk to an acceptable level. (RES)

2.4 Multi-Family Uses in Commercial Districts

Ensure that multiple-family development in commercial districts is in conjunction with commercial uses, and does not occupy the ground floors of structures. (RES)

2.5 Location of Multi-Family Development

Locate multiple-family development adjacent to commercial centers as a transition to single-family development. (RES)

2.6 Restrictions on Urban Growth

- a. Encourage orderly and balanced development by limiting growth to the infill of already subdivided and partially developed areas. (COS)
- b. Establish limits for urban growth based on geological hazards, floodplains, tsunami hazard areas, and prime agricultural areas. (COS)

COMMERCIAL LAND USE

2.7 Commercial Development Buffers

Buffer commercial areas from surrounding residential development with landscaping, fencing, and/or buildings designed for compatibility between these land uses. (COM)

2.8 Location of Commercial Recreation

Locate commercial recreation activities in designated areas away from community commercial centers. (COM)

2.9 Appearance of Commercial Development

- a. Employ the design guidelines of the Community Design Manual in all new commercial development. (COM)
- b. Upgrade and enhance commercial centers, through landscaping within the public right-of-way and the installation of street furniture (i.e., benches, planter boxes, signs, trash receptacles, etc.). (COM)

2.10 Commercial Zoning

Eliminate spot commercial zoning and uses where they do not provide a functional service. (COM)

INDUSTRIAL LAND USE

2.11 Desired Industrial Uses

Encourage industrial uses which are in accord with the stated objectives of the community: greenhouses, strawflower processing, fish processing, boat building, warehousing, and aviation related activities. (IND)

2.12 Location of Industrial Development

- a. Locate industrial development in areas where it will have the lowest impact on surrounding land uses and on the environment. (IND)
- b. Concentrate industrial development in areas adjacent to the Half Moon Bay Airport and Pillar Point Harbor. (IND)

2.13 Interim Use of Industrial Land

Encourage agricultural use of industrial-designated lands until they are developed. (IND)

INFRASTRUCTURE CHAPTER

GOALS

3.1 Circulation System

Develop a circulation system, and road standards for residential streets, which complement the small-town character of the community. (CIR-GOAL)

3.2 Trail System Development

Develop a trail system to provide intra-community circulation and access to recreation facilities, schools, and open space. (TR-GOAL)

3.3 Half Moon Bay Airport

Maintain service at the Half Moon Bay Airport at its present level of operation. (PF-GOAL)

3.4 Pillar Point Harbor Expansion

Permit limited expansion of harbor facilities, with a focus on commercial fishing activities, as approved by the State Coastal Commission. (PF-GOAL)

3.5 Montara-Moss Beach Water System

Provide Montara and Moss Beach with an adequate water system. (W-GOAL)

3.6 Wastewater Facility Development

Develop a coordinated program for the comprehensive development of sanitary facilities. (WW-GOAL)

CIRCULATION SYSTEM

3.7 System Design

Design circulation systems to discourage through traffic in residential areas. (CIR)

3.8 Devil's Slide Bypass

Construct the Devil's Slide Bypass in an alignment along Martini Creek. This would be a change from the alignment behind Montara and Moss Beach which was adopted by the State and County in 1958. (CIR)

3.9 Bicycle Lanes

Construct bicycle lanes as a portion of arterials and major and minor thoroughfares. (CIR)

3.10 Role of SamTrans

Encourage SamTrans, the San Mateo County Transit District, to increase the level of bus service from the community to Half Moon Bay and the Bayside cities. (CIR)

ROAD STANDARDS

3.11 New Road Construction

Employ the criteria of the Creative Road Design Manual relating to protection of natural features, conservation of resources, and neighborhood quality preservation in new road construction. (CIR)

3.12 Residential Street Standards

Construct residential streets in residential areas according to Modified Road Standards, which allow for reduced road widths and special design considerations. (CIR)

3.13 Arterial and Thoroughfare Standards

Construct arterials and major and minor thoroughfares, as defined in the Community Plan, to County road standards in urbanized areas of the community. (CIR)

3.14 Road and Path Appearance

Employ design measures which blend with the rural character of the community: walkways of asphalt, exposed aggregate pavement, and/or colored (earth colors or black) cement; walkways separated from roadways; and the preservation of existing trees by curved roadways, winding pathways and walkways, parking bays, etc. (CIR)

3.15 Location of Paths and Walkways

Locate paths and walkways on one side of streets only in residential areas, except in locations where there is heavy pedestrian traffic, i.e., near schools, parks, etc. (CIR)

3.16 Parking Bays

Provide parking bays instead of parking lanes wherever possible and desirable. (CIR)

TRAILS

3.17 Provision of Bicycle Lanes

Incorporate bicycle lanes with new road construction for major and minor thoroughfares. (TR)

3.18 Coastal Bicycle Path

Construct a bicycle path along the Coast Highway for intra-community as well as regional access. (TR)

3.19 Equestrian Paths

Develop equestrian paths alongside selected roads and in open space areas. (TR)

3.20 Potential Trail Locations

Utilize stream and drainage channels extending into urbanized areas as a basis for a trail system for hikers and equestrians which serves parks, schools, beaches and open space. (TR)

PUBLIC FACILITIES

3.21 Airport Development

Development surrounding Half Moon Bay Airport is to be consistent with the goals and policies of the adopted ALUC Plan. (PF)

3.22 New Harbor Facilities

Develop new berths and harbor facilities as approved by the State Coastal Commission. (PF)

3.23 Marine-Related Commercial/Industrial Uses

Encourage the development of marine-related commercial and industrial facilities adjacent to the harbor. (PF)

WATER

3.24 Consolidation of Water Districts

Encourage consolidation of water districts in the community. (PF)

3.25 Limit Water District Boundaries

Encourage the reduction of water service district boundaries to correspond to the limits of urban development. (PF)

WASTEWATER

3.26 Limit Sanitary District Boundaries

- a. Encourage the reduction of sanitary district boundaries to correspond to the limits of urban development. (PF)
- b. Limit expansion of sanitary district capacity to conform with planned growth within the community. (PF)

UTILITY SERVICES

3.27 Restriction of Service Districts

- a. Limit services provided by utility districts to urbanized areas. (COS)
- b. Set the capacity of public utility districts to conform to established limits of growth. (COS)

HOUSING CHAPTER

GOALS

4.1 Housing Design

Build housing which relates to its physical setting, does not destroy the natural features of the land, and is compatible with the neighborhood scale and coastal character of the community. (RES-GOAL)

4.2 Development Incentives

Provide incentives which will encourage the development of an adequate housing base designed to meet the needs of all residents in the community, especially those with low and moderate incomes. (RES-GOAL)

PROVISION OF HOUSING

4.3 Housing Rehabilitation

Substandard housing should be rehabilitated and not demolished unless health or safety is threatened. (HSG)

4.4 Provision of Affordable Housing

Provision of housing affordable by low and moderate income families should be a priority of new residential construction, particularly if government subsidies are available. (HSG)

4.5 Development Incentives

Incentives should be developed for builders of lower income housing, i.e., density bonuses, reduced parking requirements, etc. (HSG)

4.6 Innovative Housing Programs

Innovative housing programs, like that of the Palo Alto Housing Corporation, which require that a proportion of all new units be for low and moderate income families should be considered. (HSG)

4.7 Compatibility of New Housing with General Plan

New housing should be consistent with the policies of the County General Plan, its elements, and the Local Coastal Program. (HSG)

4.8 Condo Conversion Criteria

Prior to condominium conversion, apartments housing low and moderate income tenants should meet conditions set by the Local Coastal Program. These include: (1) comparable rentals are

available in the area as evidenced by a 5% vacancy factor for six months preceding the conversion; (2) tenants are given first option to purchase; and (3) the building meets all applicable codes and regulations. (HSG)

4.8 Funding Sources for Low and Moderate Income Housing

No less than 20% of all taxes allocated to a development agency should be used to improve or increase the supply of low and moderate income housing. Exceptions can be made when local government can substantiate an effort to meet such housing needs by obligation of funds available through various government sources. (HSG)

NATURAL RESOURCES CHAPTER

GOAL

5.1 Protection of Agriculture

Protect and enhance prime agricultural and open space lands within the community and maintain the existing balance between urban and open lands. (COS)

AGRICULTURE

5.2 Preservation of Agriculture

Maintain agricultural production in all viable areas and encourage the placement of prime agricultural soils in agricultural preserves (Williamson Act). (COS)

5.3 Residential Development in Agricultural Areas

Restrict residential development in areas of prime agricultural soils to development related to agricultural production. (COS)

5.4 Zoning of Agricultural Land

Retain prime agricultural lands in A-1 (Agriculture) or RM (Resource Management) zoning for protection against urban development. (COS)

5.5 Leasing of Prime Soils

Sublease areas of prime soils within publicly owned parks and the Half Moon Bay Airport for agricultural production. (COS)

OPEN SPACE

5.6 Preservation of Resources

Protect and enhance the natural resources of the area. (COS)

5.7 Restrictions on Development

Prevent development of prime agricultural soils, steep slopes, and ridgetops. (COS)

PARK, RECREATION AND HISTORIC RESOURCES CHAPTER

GOAL

6.1 Local Parks

Provide park facilities for use by local residents in each community, and establish a system for financing them. (PR)

PARK AND RECREATION

6.2 Providing Additional Resources

- a. Develop miniparks and tot lots on suitable vacant parcels throughout the community which are available for acquisition. (PR)
- b. Utilize streams and drainage channels extending through urbanized areas as a basis for linear parks, recreation corridors, and trail systems. (PR)
- c. Utilize school playgrounds for such active recreation as baseball, tennis, swimming, etc. (PR)
- d. Establish a community center for the area. (PR)

6.3 Improvement of Regional Park and Recreation Facilities

- a. Acquire land connecting Montara State Beach with the Fitzgerald Marine Preserve. (PR)
- b. Encourage the State Department of Transportation to construct a pedestrian crossing over the Coast Highway for safe access to Montara Beach. (PR)

6.4 Financing Local Parks

Establish a recreation district or a special service district to create and maintain local parks. (PR)

HISTORIC RESOURCES

6.5 Historic Preservation of Montara Light Station

Obtain historic designation for the Montara Light Station. (COS)

VISUAL QUALITY CHAPTER

GOAL

7.1 Preserving Visual Quality

Preserve and enhance the visual qualities of the coastal community which give it a unique character and distinguish it from other places. (CA)

URBAN DESIGN

7.2 Preserving Community Character

- a. Maintain community character and ensure that new developments are compatible with existing homes in scale, size and design. (RES)
- b. Maintain the small-town character of the area by preventing construction of massive structures out of scale with the community. (CA)

7.3 Preserving Natural Amenities

Preserve the natural amenities of the community through the appropriate location of new structures designed to harmonize with their surroundings. (CA)

7.4 Undergrounding Utilities

Establish a program for undergrounding overhead utility lines in conjunction with new street improvements. (CA)

7.5 Area Restoration

Encourage the restoration of run-down areas through clean-up and fix-up campaigns sponsored by community associations and homeowners groups. (CA)

7.6 Protection of Scenic Vistas

Preserve and protect scenic vistas of ocean, beaches, and mountains for residents of the community. (CA)

7.7 Tree Planting

Encourage the planting of trees along streets and walkways. (CA)

7.8 Preservation of Landforms and Vegetation

Preserve existing landforms and vegetation. (CA)

7.9 Landscaping Coast Highway

Encourage CalTrans to landscape portions of the Coast Highway in urbanized areas of the community. (CA)

7.10 Green Belts

Maintain green belts between urbanized areas to preserve individual community identities. (CA)

REGULATION OF APPEARANCE

7.11 Design Review

Apply the DR (Design Review) Overlay Zoning District in the urbanized areas of the community to regulate siting of structures, to protect natural features, and to provide for design compatibility with surrounding development. (RES)

7.12 Community Design Manual

- a. Employ the design guidelines set forth in the Community Design Manual. (CA)
- b. Employ the guidelines of the Community Design Manual to ensure that specific site design is sensitive to the marine orientation of the community. (RES)

7.13 S-17 Overlay District

Apply the S-17 Overlay Zoning District to reduce building size and lot coverage for new structures, and to insure that new residential development is in scale with its surroundings. (RES)

4

NORTH FAIR OAKS

NORTH FAIR OAKS COMMUNITY PLAN

I. BACKGROUND INFORMATION

A. PHYSICAL SETTING

North Fair Oaks is located on the Bayside of the Peninsula and bounded on the north, west and southwest by Redwood City; on the south and east by Atherton, and on the northeast by Menlo Park. The relatively flat topography of the area experiences no slope instability problems, nor does it lie within a floodplain.

B. HISTORICAL BACKGROUND

The community received the name, North Fair Oaks, to distinguish it from a nearby area called Fair Oaks, now known as Atherton. Prior to the 1900's, open prairie, ranch land and several groves of oak trees existed in North Fair Oaks. The first development boom began shortly after the 1906 earthquake. Oak trees and low land prices (subdivided lots sold for \$25 each, with as little as \$5 down in 1909) attracted many San Francisco residents looking for homesites. The arrival of the farmers from Dust Bowl states during the 1930's caused more intensive settlement and by the end of World War II, development appeared on every subdivided lot.

C. PLAN DEVELOPMENT MILESTONES

1976 - North Fair Oaks Community Profile report prepared.

1977 - North Fair Oaks Community Options report prepared.

1978 - North Fair Oaks Community Plan adopted by the Planning Commission.

1979 - North Fair Oaks Community Plan adopted by the Board of Supervisors.

II. ISSUES

A. LAND USE

Residents are increasingly concerned about high density apartment development, overcrowding and housing deterioration. One factor contributing to these concerns is upzoning. This practice of changing low density residential designations to high density designations was intended to trigger an upswing in property values. Once values increased to a certain point, it would become profitable to convert or redevelop marginal uses into newer, denser residential structures.

One consequence of this zoning practice, however, is its ability to foster marginal and/or deteriorated housing conditions. The anticipation of redevelopment activities sometime in the future can discourage a property owner from performing routine maintenance and making necessary repairs. Such delays in maintenance eventually lead to substandard housing stock.

B. HOUSING

Deteriorated housing conditions are also caused by other factors. In certain areas, the presence of industrial uses, improper land use regulations and a lack of public improvements adversely impact housing. The practice of mixing usually separated industrial and residential land uses lessens the quality of housing. Of particular concern is a small strip of land on William Avenue. This area suffers from its proximity to the Southern Pacific Railroad tracks which in many cases lie within 100 feet of main structures. High noise measurements underscore the intense amount of exposure. Structural problems also abound here, and the 1976 North Fair Oaks Housing Survey identified this area as having the poorest housing conditions in the community.

Improper land use regulations also adversely affect housing. Zoning in many residential areas allows densities far in excess of established neighborhood densities. Consequently, many property owners perceive it in their best interest not to maintain existing residential structures, because construction of additional housing units can occur at any time.

A lack of capital improvements in the community by local government also hinders housing. The failure of local government to make such improvements as curbs, gutters and storm drains discourages private lenders from making loans available to property owners interested in reinvesting in their property.

C. TRANSPORTATION

The road system in North Fair Oaks suffers mainly from an inadequate drainage system, the barrier effect of the Southern Pacific Railroad, and the inconsistent application of road standards. One of the major causes of the generally poor condition of the streets is

the poor drainage system. Often during heavy rains, water forms ponds, especially near the railroad tracks, floods areas and damages streets. Also, the Southern Pacific Railroad has a barrier effect, dividing the community into three distinct areas, generates noise and causes visual problems.

Inconsistent street standards pose another problem. In areas where roads have a rural appearance because of narrow widths, unorganized on-street parking and relatively few sidewalks, the Public Works Department does not consider them rural and would require improvements to meet standards specified in the County Road Design Guide. However, for roads adjacent to large lots, 10,000 square feet or more, the Public Works Department supports the use of rural road standards.

D. PARK/OPEN SPACE

No park facilities exist in North Fair Oaks or within walking distance of any part of the community. Community center recreational activities and school playfields exist but active play apparatus remains unavailable after school hours, and future community center funding seems uncertain. The Hetch-Hetchy right-of-way, running the full length of the community, could function as open space; however, in several instances residential development encroaches into the area. Securing grant funding seems the only way to acquire a park site; however, the problem lies in providing maintenance financing. A city-county joint powers agreement between the County and Redwood City could solve the problem.

E. ECONOMIC DEVELOPMENT

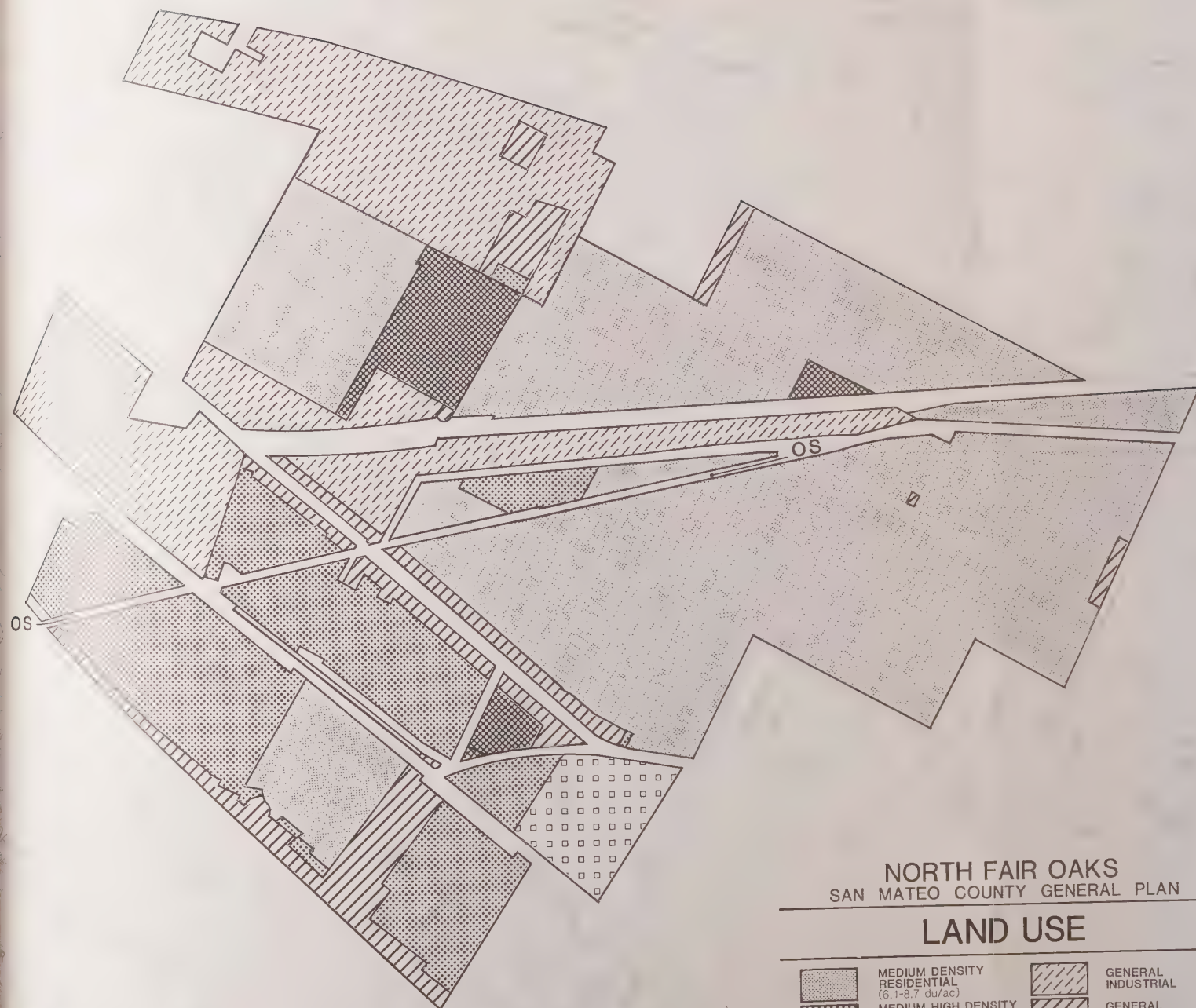
The economic base of North Fair Oaks reflects the low income nature of the community and consists mostly of small, less prominent, commercial and industrial enterprises. Some of these businesses, however, suffer from unattractive appearance, fostered by relatively lenient governmental design standards. These moderate standards may also encourage marginal uses to locate in the area because owners do not have to spend much money on design features or attractive signing.

High unemployment is another problem. The median family income for residents remains well below the County average, indicating the need for more job opportunities.

F. GOVERNMENTAL ORGANIZATION








Residents feel frustration over governmental services and identity. As a relatively poor unincorporated community, residents are unable to bear the substantial tax increase necessary to incorporate and gain a political administration and services equal to surrounding cities. Instead, residents must rely totally on the County for its services and few seem happy with the services they receive for their taxes.

Community organization efforts to address the issue created the North Fair Oaks Advisory Council. However, poor citizen attendance, continual changes in membership, and no official recognition from the Board of Supervisors have hurt the organization's effectiveness.



NORTH FAIR OAKS SAN MATEO COUNTY GENERAL PLAN

LAND USE

	MEDIUM DENSITY RESIDENTIAL (6.1-8.7 du/ac)		GENERAL INDUSTRIAL
	MEDIUM HIGH DENSITY RESIDENTIAL (8.8-17.4 du/ac)		GENERAL COMMERCIAL
	HIGH DENSITY RESIDENTIAL (17.5-34.9 du/ac)		GENERAL OPEN SPACE
	INSTITUTIONAL		

0 1000 2000 FEET

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
PLANNING AND DEVELOPMENT DIVISION - SAN MATEO COUNTY - CALIFORNIA



III. NORTH FAIR OAKS COMMUNITY PLAN POLICIES

LAND USE CHAPTER

GOALS

1.1 Land Use Pattern

To create a land use pattern which is compatible with the predominantly low density, single family residential character of the community, while maintaining a strong commercial and industrial base. (LU-GOAL)

1.2 Provision of Commercial/Industrial Base

To promote a commercial/industrial base which contributes to the economic well-being of the community while controlling the external effects on residential development. (ED-GOAL)

GENERAL POLICIES

RESIDENTIAL LAND USE

1.3 Illegal Land Uses

Existing neighborhoods will be protected from illegal land uses through zoning enforcement. (LU-2)

1.4 Protection of Residential Character

To protect the existing low density residential character of the community, zoning should be "rolled back" in certain areas which are predominantly low density. (LU-1)

1.5 Residential Use of Institutional Land

Residential development of land designated "Institutional" on the Land Use Plan Diagram may exceed those densities shown on the Zoning Plan Diagram if such development meets a special community-wide social goal and the increase in density will not adversely affect the traffic carrying capacity of local streets or the capacity of other public services, nor adversely alter the neighborhood character. (LU-7)

COMMERCIAL LAND USE

1.6 New Commercial Development

New commercial development should focus on neighborhood services and office uses rather than services which are designed to meet the needs of people living outside the community. (ED-4)

1.7 Commercial Parking Districts

To alleviate parking problems in existing commercial areas, the creation of parking districts should be encouraged. (LU-4)

1.8 Appearance of Commercial/Industrial Uses

Existing County Zoning requirements related to commercial and industrial land use should be revised where necessary to include standards of architecture and site control to assure attractive development and adequate parking. (ED-3)

1.9 Role of the County in Attracting Businesses

The County Housing and Community Development Division should assist local community organizations such as PROBE to form development corporations designed to bring additional business to North Fair Oaks and create jobs for the unemployed. (ED-5)

INDUSTRIAL LAND USE

1.10 Location of New Industrial Uses

Industries which employ people with skills prevalent in the community shall be encouraged to locate within existing industrially zoned land. (ED-1)

1.11 Industrial Performance Standards

Performance standards should be applied to all new industrial development to assure that industries maintain adequate control of smoke, noise, vibration, glare and safety aspects of their operation. (ED-2)

INFRASTRUCTURE CHAPTER

GOAL

Transportation

2.1 Use of Public Transit System

To alleviate traffic conflicts and promote the use of public transit.
(CIR-GOAL)

TRANSIT

2.2 Role of Samtrans

Samtrans should be encouraged to continue a fare policy which considers the ability to pay of its patrons. (CIR-2)

2.3 Role of the County in Transit

The County Board of Supervisors should request Southern Pacific to improve the condition of their right-of-way by the provision of adequate landscaping. (LU-6)

STORM DRAINAGE

2.4 Financing of Storm Drainage System

Housing and Community Development Block Grant funds should be used to provide for planning and engineering studies for a storm drainage system in low-income areas of North Fair Oaks. (CIR-3)

ROADS/PARKING

2.5 Modified Road Standards

Modified road standards following principles established in the Creative Road Design Guide should be followed in pertinent areas of North Fair Oaks. (CIR-4)

2.6 Developing Parking Areas

The County will investigate the possibility of establishing parking districts in areas of inadequate off-street parking facilities. (CIR-1)

HOUSING CHAPTER

GOALS

3.1 Provision of Housing

To provide a sufficient supply of safe, sanitary housing of adequate size for all North Fair Oaks residents at an affordable cost. (HSG-GOAL 1)

3.2 Protection of Neighborhoods

To preserve existing residential neighborhoods and protect them from incompatible land uses. (HSG-GOAL 2)

3.3 Diversified Housing Choices

To provide a diversity of housing types based upon the economic differences in the community. (HSG-GOAL 3)

3.4 Provision of Public Services

To provide adequate public services and amenities to help ensure protection of neighborhoods. (HSG-GOAL 4)

GENERAL POLICIES

3.5 Techniques to Lower Housing Unit Costs

Development choices which aid in lowering housing unit costs will be encouraged through appropriate zoning techniques such as the planned unit development. (HSG-1)

3.6 Planned Development Zoning

In areas of existing mixed land use which include residences, a "planned development" zoning district will be considered. This type of zoning would allow a mix of residential, commercial and industrial uses provided that adequate safeguards against nuisances were conditions of a use permit. (HSG-2)

3.7 Housing Rehabilitation

The San Mateo County Home Improvement Program and other related programs will be expanded to improve existing housing stock in need of rehabilitation. (HSG-3)

3.8 Financing Home Ownership

The County will encourage, through direct low interest loans and other government subsidies, low to moderate income home ownership. (HSG-4)

3.9 Density Bonus System

The County shall establish a "density bonus" system for developers willing to provide low to moderate income housing for qualified families. (HSG-5)

3.10 Eliminating Housing Barriers

The County shall work to eliminate racial and economic barriers that block free choice of housing in North Fair Oaks by supporting organizations such as the Mid-Peninsula Citizens for Fair Housing and the Stanford Urban Coalition. (HSG-6)

PARK AND RECREATION RESOURCES CHAPTER

GOAL

4.1 Provision of Park and Recreation Services

To provide park and recreation services that are convenient and fulfill the needs of a majority of North Fair Oaks residents. (OS/R-GOAL)

GENERAL POLICIES

4.2 Provision of Local Park and Recreation Sites

- a. A series of mini-park sites should be pursued to supplement the recreational space provided by area elementary schools. (OS/R-1)
- b. A neighborhood park site shall be provided to respond to the diverse needs of North Fair Oaks residents. (OS/R-2)
- c. A plan for partial development of the Hetch-Hetchy right-of-way as a low maintenance linear open space shall be pursued. (OS/R-3)

4.3 Financing Local Recreational Facilities

A special district or County service area should be considered to offset the costs of providing local recreational facilities. (OS/R-5)

4.4 Techniques to Operate and Maintain Park Facilities

- a. The County should cooperate with school districts to keep open outside field areas after school hours. (OS/R-4)
- b. The County will attempt to enter into a joint powers agreement with the City of Redwood City to operate and maintain a park facility in North Fair Oaks. (OS/R-6)

GOVERNMENTAL ORGANIZATION CHAPTER

GOAL

5.1 Governmental Structure

To provide a governmental structure which best serves a majority of North Fair Oaks residents. (GO-GOAL)

GENERAL POLICIES

5.2 North Fair Oaks Advisory Council

The County should encourage North Fair Oaks residents to participate in the activities of the North Fair Oaks Advisory Council. (GO-1)

5.3 Planning Division as Liaison

The County Planning Division should provide a liaison function to communicate resident concerns to the Board of Supervisors on a continual basis. (GO-3)

5.4 Study of Governmental Options

Further study of the area planning commission and municipal council governmental options for North Fair Oaks should be undertaken by the Local Agency Formation Commission (LAFCo) provided that funds are made available. (GO-2)

5

LOCAL COASTAL PROGRAM

LOCAL COASTAL PROGRAM

I. BACKGROUND

A. PHYSICAL SETTING

The Local Coastal Program (LCP), an area plan prepared in response to the 1976 Coastal Act, guides existing and future development in the 88,000 acre San Mateo Coastal Zone.¹ This region stretches along 55 miles of shoreline from the San Francisco County line to the Santa Cruz County line.² Most of the land within the planning area is rural, although several small communities exist: Montara, Moss Beach, El Granada, Miramar, Princeton-by-the-Sea, Pescadero and San Gregorio.

The diverse topography of the planning area ranges from nearly level coastal terraces to sloping hills inland. In the more inland areas, the terrain becomes rugged as it forms the deep slopes of the coastal mountain range. Much of this steep land is susceptible to geologic instability. Major streams flow through the planning area and extensive habitat areas are also found. Along the shoreline, the terrain varies from sandy beaches accessible through low bluffs to very high cliffs. Extensive amounts of vegetation are also found.

B. HISTORICAL DEVELOPMENT

Many of the small unincorporated communities in the Coastal Zone had diverse beginnings. Montara, Moss Beach, El Granada Princeton-by-the-Sea and Miramar were established between 1906 and 1909 during the real estate boom that followed the construction of the Ocean Shore Railroad. Pescadero developed around the early 1850's and served as a major produce and lumber center and resort community. The small hamlet of San Gregorio was established in 1854 to serve farmers, however, it soon became a popular spot for sportsmen. Its popularity waned in later years and today the village is very small.

C. PLAN DEVELOPMENT MILESTONES

- 1980 - Local Coastal Program Draft approved by Planning Commission and Board of Supervisors.
- Oct-80 - Local Coastal Program approved by Central Coast Regional Commission.
- Nov-80 - Local Coastal Program certified by State Coastal Commission and approved by Board of Supervisors.

NOTES: 1. Coastal Commission Staff Report, 1980.
2. Ibid.

II. ISSUES

The LCP consists of twelve components, each addressing a major coastal issue. Overall, the Land Use Plan gives highest priority to the preservation and protection of sensitive habitats and prime agricultural lands; second priority is given to coastal dependant development; third priority is given to public recreation and visitor serving facilities; and fourth priority is given to private development.

Because the background information and issues analysis for each component is quite lengthy and complex, they are not summarized here. Instead, Table 2 provides the reader with information about which components address development, resource protection and recreation issues. For those requiring more detailed information, the complete document is available for review at the Planning Offices.

III. LOCAL COASTAL PROGRAM POLICIES

The policies of the LCP are not included in this summary, instead they are available under separate cover at the Planning Offices.

TABLE 2

LCP COMPONENTS GROUPED BY FUNCTIONAL AREA

1. DEVELOPMENT COMPONENTS

- a. Locating and Planning New Development
- b. Public Works
- c. Housing
- d. Energy Development

2. RESOURCE PROTECTION COMPONENTS

- a. Agriculture
- b. Aquaculture
- c. Sensitive Habitats
- d. Visual Resources
- e. Hazards

3. RECREATION COMPONENTS

- a. Shoreline Access
- b. Recreation/Visitor Serving Facilities
- c. Commercial Fishing and Recreational Boating

SEE SKYLINE AREA GENERAL PLAN
AMENDMENT SUMMARY FOR LCP LAND USE MAP

6

SKYLINE

SKYLINE AREA GENERAL PLAN AMENDMENT

I. BACKGROUND

A. PHYSICAL SETTING

The Skyline planning area is located west of Skyline Boulevard and bounded on the north by Route 92, on the south by the Santa Cruz and Santa Clara Counties lines, on the west by the Coastal Zone boundary, and on the east by the Skyline Scenic Corridor boundary and the unincorporated limits of Woodside and Portola Valley. The scenic topography of the area features steeply sloped canyons, grass covered hills, natural streams and panoramic views of the Bay and Ocean. Portions of the area are heavily wooded and many stands of old redwoods receive protection in McDonald, Memorial, Pescadero and Portola parks. The San Andreas fault runs parallel to the mountain ridge 1.5 miles to the east.

B. HISTORICAL DEVELOPMENT

The mountain atmosphere, panoramic views and redwoods attracted many people to the Skyline area. Long before the construction of Skyline Boulevard, Skyline ridge became a desirable place for summer cabins. However, access into the area was poor and consisted of several roads and logging trails built to cross and follow the Skyline ridge. Not until the 1920's was a route running the length of the County constructed. The route was financed through a joint powers agreement involving San Francisco, San Mateo, Santa Clara and Santa Cruz Counties.

Once access improved, the area became more desirable for year round living. Permanent residents of the area sought ways to protect the scenic and natural resources, and in 1934 the County adopted applicable zoning regulations. Additional protections came later during the 1960's when a plan delineating a scenic corridor was adopted by the Planning Commission and the Board of Supervisors in 1966. This led to the official designation of Skyline Boulevard as a State Scenic Highway in 1968.

Logging opportunities also attracted settlers to the area. West of Skyline ridge several logging camps were established. In the early 1860's, a store near La Honda Creek was established to serve a small logging settlement. This store, the La Honda store, also served as a stagecoach stop between Redwood City and San Gregorio and gave its name to the first community to develop in the mountains.

C. PLAN DEVELOPMENT MILESTONES

- 1981 - First phase of Skyline Area Study adopted by Planning Commission and Board of Supervisors.
- 1981 - Urgency Interim Ordinance placing moratorium on land divisions outside Phase I Study Area until 1982 adopted by the Board of Supervisors.

- 1982 - Second phase of Skyline Area Study completed.
- 1983 - Skyline Area General Plan Amendment and implementing ordinances adopted by the Planning Commission and the Board of Supervisors.

II. ISSUES

A. LAND USE

1. General Plan and Regulatory Inconsistencies

A discrepancy exists between the General Plan designation and the zoning classifications for developed and undeveloped portions of the study area. Substantially developed subdivided areas along Skyline Boulevard in La Honda and Loma Mar were designated as General Open Space in the 1973 Conservation and Open Space Element; however, some of the subsequent zoning classifications were inconsistent with the intended use. This disparity allowed these areas to develop at higher densities than planned for. To address this, the General Plan designation should be revised. The designation ultimately chosen will depend on: (1) existing land uses and current densities; (2) the potential to accommodate new subdivisions in light of service constraints, i.e., water, waste disposal and roads; and (3) restricting further divisions of land into small lots which would preclude resource dependent activities.

In those undeveloped areas zoned in low density residential classifications, the General Open Space designation still seems appropriate; however, the zoning should be changed to RM. This classification would minimize future land divisions and provide more vigorous environmental protection.

As for vacant and developed areas along Skyline Boulevard and in La Honda which are zoned commercial, the General Open Space designation seems less suitable in some instances. Developed commercial sites within developed areas should receive a commercial land use designation and be rezoned to an H-1 classification for consistency with existing development. For commercially zoned vacant and developed areas which are isolated, rezoning to RM would protect these rural areas from unsuitable intense commercial development.

2. Appropriate Development Patterns

The development pattern for potential new land uses permitted in the study area could create either dispersed, clustered, or infill arrangements. Advantages and disadvantages occur with each. Dispersed development, i.e., individual houses scattered throughout a particular planning area can have less visual impact, because they blend more with landscape features. The disadvantage, however, lies in the necessary extension of utility lines, a less efficient provision of services, and the loss of large open space areas.

The main disadvantage of cluster housing is the potential to produce greater visual impact since several dwellings will exist in one area. The main advantage, however, lies with the ability to consolidate rather than extend public services.

The advantage of the remaining development pattern, infill, is similar to clustering in that it builds upon the existing development pattern, service infrastructure and preserves more open space.

3. Land Use Conflicts

Conflicts between residential land uses, logging operations, and recreation and agricultural land uses can and do occur in the study area. Logging operations generate conflict, because they create dust and noise, damage roads and can clog streams and creeks. Parklands which attract large numbers of people, particularly on weekends, conflict because they generate: traffic problems, increase demands on local services and utilities, loss of privacy and trespassing on private property. Finally, competition for scarce water resources is the prime conflict between residential and agricultural uses, particularly downstream in the Coastal Zone.

B. VISUAL QUALITY

The cumulative impact of the buildout permitted under existing zoning would profoundly change the undeveloped natural scenic quality of the Santa Cruz Mountains. The greatest visual impact would occur not in the subdivided areas but along transportation routes and in scenic corridors zoned RM and TPZ. These relatively open grassland areas, particularly in the grassland area south of Route 84, make it more difficult to blend new development with the character of the site than in dense forests.

Housing size is also an issue. The trend of development away from less visible, rustic structures to large, elaborate dwellings, which often feature or propose extensive driveways and parking areas, contributes to the adverse impact upon visual resources.

C. WATER

1. Adequacy of Water Supplies to Accommodate Buildout

None of the small water systems in the study area can accommodate a significant amount of new development because of licensing restrictions, storage capacity limitations, and/or the age and deterioration of present facilities. In fact, many of these systems have difficulty accommodating existing demand, and it is common for rationing to occur during summer months. There are also problems with upgrading the reliability of existing systems as no funds are available for such maintenance.

New water sources sufficient to accommodate the potential development allowed by zoning also seem unlikely. Locating an adequate groundwater source is difficult because of the lack of information on subsurface water locations. Surface water, as a supply to accommodate the allowed amount of new development also seems unlikely because in some watersheds, existing water demand already exceeds the available annual flow during dry years and the 10 year average for the peak demand month of September. These diminished supplies could be further reduced either by users adjacent to streams or by small water systems servicing new customers.

2. Agricultural Water Impoundments

Not enough water impoundments exist to capture and store winter surface water runoff for later use in agricultural irrigation in the areas downstream from the study area. There are several reasons for this: inadequate sites for construction of reservoirs, the length of time necessary to obtain local and State permits and construction costs.

D. FIRE

If the amount of development allowed under existing zoning occurred, fire protection problems would also increase. Poor access and inadequate construction methods pose problems for satisfactory fire protection. In mountainous regions such as the study area, narrow, winding, unimproved roads make it difficult to get equipment in and diminish response time. Poor construction practices used in older development also create problems. Such things as untreated shake siding, unenclosed underfloor areas and wood construction materials complicate already hazardous situations.

E. ROADS

1. Major Roads

The maximum amount of development permitted by the existing zoning, approximately 4,095 new units, has significant implications for the major and minor roads system. During the weekday commute periods, none of the major roads serving the study area operate at maximum capacity, although continuing growth in commuter traffic could cause several critical portions of the system, particularly SR 92 east of Skyline and SR 84 east of Skyline in Woodside, to reach capacity. Using the most optimistic assumptions, existing major roads could accommodate less than 2/3 of the traffic generated by buildout without road improvements. Weekend recreation traffic adds to the problem by causing portions of SR 92 and SR 84 to approach capacity and deteriorate to undesirable service levels.

Because no existing alternative routes could adequately accommodate the magnitude of buildout traffic, improvements to increase capacity seem necessary. Improvements to SR 84 and 92 could range from the addition of passing lanes to widening to four lanes within the existing alignments. Such modifications would generate significant economic and environmental costs. Other road modifications involve safety requirements. Often high accident rates on mountain roads occur because of limited vision and the lack of maneuvering room to correct for driver error. This suggests a need to evaluate all the major roads in the study area for curb and shoulder improvements, particularly where accident rates indicate.

Truck traffic is also an issue affecting both the capacity and safety of study area roads. Large trucks alter the total amount of traffic the road can carry, compete with private autos on two lane roads in mountainous terrain and create the potential, on some routes, for conflict between school buses making frequent stops. Trucks may also encourage car drivers to drive less safely, especially in attempting to pass slow moving trucks.

Constant use by certain types of trucks such as logging or refuse transfer trucks also contributes to congestion and safety problems. For example, the steady use of SR 92 by refuse transfer trucks affects service levels; however, the impact has been diminished somewhat by regulating hours of truck entry to the landfill. Logging trucks also use study area roads and generate during the summer months an average of approximately 15 trips/working day.

2. Minor Roads

In the subdivided portions of the study area, the minor road network is adequate to serve the population and could absorb some level of new development, although many of these roads do not meet County standards. However, some roads, particularly the collector roads, will need improvements to accommodate buildout allowed. In the rural areas zoned either RM or TPZ, existing roads need improvements. Few of the minor collectors within the roadsheds meet the 16 foot width standard considered essential to accommodate new development. Estimates indicate these roadsheds could accommodate only 13% of the potential units without any improvements. Nor could roads serving remote areas accommodate new development without making improvements. To realize any new development, these areas would require the development of new access roads. As for roads serving areas with direct access to major roads, no improvements would be required.

Making necessary road modifications, however, would impact the environment through significant grading, vegetation removal and other visually degrading activities. An additional problem is defining the appropriate timing of any improvements to rural roads and a fair and equitable method of financing such improvements.

F. FISCAL IMPACTS

If the study area develops to the maximum number of units allowed, significant fiscal impacts would result from providing the necessary service improvements. Tax revenues can be seriously mismatched with service needs. Because services generally are constructed before any new development, the cost could exceed revenues provided by property taxes. Revenue from property will increase only at the statutory rate of 2% per year, unless property is either developed or resold, thus triggering reassessment at full current values.

Alternate funding sources appear limited. While some improvements, such as State highway alternatives are funded by the State, others such as wastewater treatment facilities are unlikely to receive such aid. Local funding is an alternative, provided those receiving benefits agree to increased user charges, assessment districts or benefit fees.

It seems that the fiscal impact associated with maximum development in the study area would be a risk for the County. Very large increases in annual operating costs and the need for such capital improvements as roads, water, supply systems, wastewater disposal, fire protection facilities and school classrooms, will probably accompany buildout. Funding these services, however, would be difficult as revenues seem inadequate.

G. ALTERNATIVE LEVELS OF DEVELOPMENT

The Plan considers five alternative levels of development for the study area. These range from increasing development to levels permitted by existing zoning to reducing development density:

1. Allowing Buildout Permitted by Existing Zoning

This alternative would allow 4,095 dwelling units to be constructed in the study area. This is 3,090 more dwelling units than presently exist (307% increase).

2. Lowering Density in Subdivided Areas

Under this alternative, only 1,405 dwelling units could be allowed in subdivided areas. This is 1,130 units less (45% decrease) than would be allowed under Alternative 1, and 660 more units (83% increase) than presently exist. This alternative relates only to subdivided areas and does not affect rural areas. It can be combined with other alternatives.

3. Lowering Density in Rural Areas by Using Coastal Zone Density Regulations

Under this alternative, 510 dwelling units could be allowed in the rural area. This is 1,050 less (67% decrease) than would be permitted under Alternative 1, and 250 units (96% increase) than presently exist. This alternative relates only to rural areas zoned RM and TPZ and does not affect subdivided areas. It can be combined with other alternatives.

4a. and 4b. Allowing Buildout Permitted by Major Roads when (a) No Improvements are made to Routes 84 and 92, and (b) Routes 84 and 92 are Improved to Four Lanes

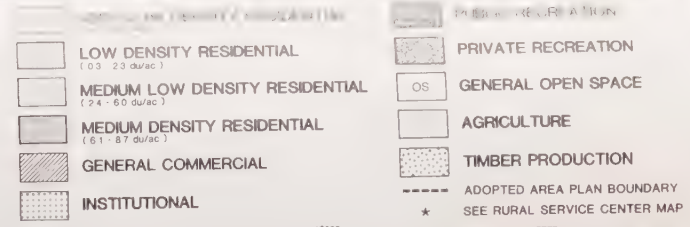
Alternative 4a would allow 1,800 dwelling units in the total study area. This is 2,255 units (55% decrease) less than would be allowed by Alternative 1 and 835 units (83% increase) than now exist. It relates to the total study area. This alternative determines buildout by estimating how many dwelling units could be accommodated if no capacity improvements were made to existing Routes 92 and 84.

Alternative 4b would allow 4,320 units in the study area. This is 225 more units (5% increase) than Alternative 1 would allow and 3,315 more units (330% increase) than now exist. It relates only to the total study area. It determines buildout by estimating how many people could be accommodated in the study area if the capacities of Routes 84 and 92 were increased to four lanes within present alignments.

5. Allowing Buildout Permitted when No Improvements are Made to Minor Roads

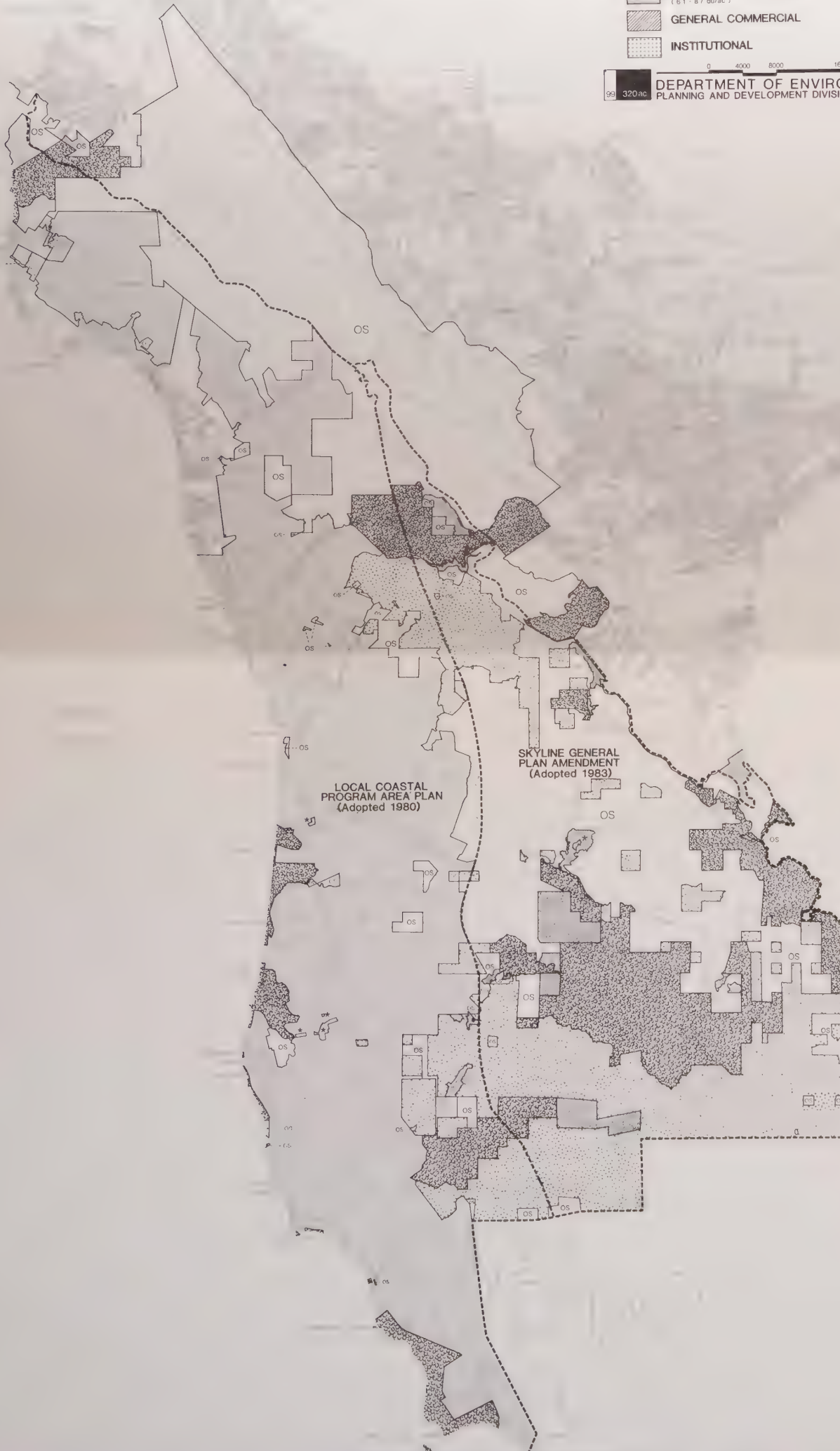
Alternative 5 would allow 1,055 units in the rural area. This is 505 units less than Alternative 1 would allow (32% decrease) and 795 units more than now exist (306% increase). It relates only to the rural area.

LAND USE



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PLANNING AND DEVELOPMENT DIVISION · SAN MATEO COUNTY · CALIFORNIA



III. SKYLINE AREA GENERAL PLAN AMENDMENT POLICIES

LEVEL OF DEVELOPMENT POLICIES

1.1 Development in Rural Areas

- a. Monitor the number of parcels created in rural areas so that a slow rate of subdivision activity in the rural areas can be maintained in order to:
 - (1) minimize the amount of road improvements and new construction required in rural areas;
 - (2) protect the rural character and scenic quality of the rural areas; and
 - (3) limit the impact on natural and water resources of new development and new minor road construction.
- b. Implement this monitoring by requiring the Planning Division to monitor on an ongoing basis the applications to create new parcels in the rural areas. The Planning Division shall present a report on the results of this monitoring to the Board of Supervisors: (1) when applications to create a total of 30 new parcels in the rural areas have been received, or (2) by October 1, 1983, whichever occurs first. After this 1983 report, the Planning Division shall present an annual report to the Planning Commission and Board of Supervisors on the results of the monitoring of subdivision activity. Include in each report an assessment of whether additional actions, such as an annual quota limiting the number of parcels that can be created in rural areas, are needed to maintain a slow rate of subdivision activity in rural areas.

1.2 Level of Development in Subdivided Areas

- a. Decrease the amount of development permitted in the subdivided areas from the buildout allowed by existing zoning, in order to make the buildout allowed by land use regulations more consistent with service constraints in the subdivided areas, particularly the financial and feasibility problems with providing septic tanks, water facilities and minor roads.
- b. Implement the recommended decrease in the permitted level of development by rezonings, requiring lot consolidation and a minimum lot area for building permits within subdivided areas, as specified in Policies 2.3, 2.4 and 2.5.

NOTE: The Policies contained herein may not be consecutively numbered because they retain the original numbering used in the study document.

1.3 Monitoring of Services

- a. Direct the Planning Division to work with CalTrans, the Department of Public Works and the Environmental Health Section to monitor the following services:
 - (1) Major roads as required by Policy 4.2 and LCP Policy 2.50.
 - (2) Minor roads as required by Policy 4.21.
 - (3) The number, location, system type and lot size for all septic system permits issued in the study area.
- b. Direct the Planning Division to present a summary report and analysis of the results of the monitoring of services to the Planning Commission and Board of Supervisors every five years, beginning in 1988. Include an assessment of: (1) whether service constraints have changed since the 1983 Skyline-Santa Cruz Mountains Area Study was completed, and (2) the land use regulations in Policies 2.3, 2.4, and 2.5, and whether these should be changed to reflect changes in septic system constraints.

LAND USE POLICIES

2.1 Open Space Character

Preserve the open space character of the Skyline-Santa Cruz Mountains area by:

- a. Conserving and protecting visual, timber and watershed resources which give the area its unique character.
- b. Ensuring that land use designations in the General Plan are compatible with the protection of resources in the area.

2.2 General Plan Designations

Designate land use in the General Plan using the following criteria:

- a. Designate as Low Density Residential those subdivided areas which are substantially developed as shown on Table 2.8. Determine the designation by appropriate lot size, development pattern, and septic tank and other service constraints (see Appendix for Table 2.8).
- b. Designate those areas which contain commercial facilities and are part of or adjacent to a developed area as General Commercial, as shown in Table 2.8 (see Appendix for Table 2.8).
- c. Designate those subdivided and other areas which are (1) developed with recreation facilities, (2) undeveloped, or (3) isolated from other development and/or unsuitable for development because of steep slopes, unstable soils, or conflict with adjacent or surrounding parklands as General Open Space shown in Table 2.8 (see Appendix for Table 2.8).
- d. Designate as Timberland Preserve (Production) Zone those areas which are zoned TPZ.
- e. Designate as Public Recreation State and County Parks and those areas owned by the Mid-Peninsula Regional Open Space District.
- f. Designate as Private Recreation those areas owned by private organizations used for camps and other recreation facilities.

2.3 Zoning

- a. Maintain the RM and TPZ zoning designation on large parcels of land.
- b. Zone subdivided areas to be consistent with General Plan designations as shown in Table 2.8 (see Appendix for Table 2.8).

2.4 Lot Consolidation in Subdivided Areas

According to densities shown in Table 2.8 and on the land use maps, consolidate contiguous lots, held in the same ownership, within subdivided areas in order to reflect the inability of these parcels to accommodate septic tank systems under the policies and requirements of the Environmental Health Section (see Appendix for Table 2.8)

2.5 Minimum Lot Area for Building Permits in Subdivided Areas

- a. No building permit shall be approved for construction of a new residence in a subdivided area unless the lot area is at least 20,000 sq. ft., in order to reflect the inability of parcels smaller than this to accommodate septic tanks under the policies and requirements of the Environmental Health Section.
- b. Larger lot areas will be required when conditions exist which require increased area due to any and all provisions of the San Mateo County Ordinance Code pertaining to septic tank systems including but not limited to Section 8500 through 8507 and 8111.2 (c) and such regulations as are prepared, issued, adopted or promulgated pursuant thereto.
- c. Exceptions to this requirement shall only be allowed when an applicant demonstrates to the satisfaction of the Environmental Health Officer that a septic tank can be constructed which protects the public health, and meets all the policies and requirements for septic tanks on a smaller parcel.

2.6 Development in Rural Areas

Encourage clustering of new development in proximity to existing development.

2.7 Master Land Division Plan

- a. Amend the RM and TPZ Districts to require as part of Preliminary Concept Plans and Development Review Procedures the preparation of a Master Land Division Plan for subdivisions on parcels with a potential buildout of five or more parcels. This would require the applicant, before any division of land, to file a Master Land Division Plan demonstrating how the parcel will ultimately be divided according to maximum density of development permitted and specifying the road pattern and improvements required. Division would reflect domestic well water and on-site sewage disposal area requirements. Lots would be clustered in order to have the minimum amount of stream frontage. Division would be permitted in phases, and all future division occurring on land for which a plan has been filed would conform to that plan, or an approved amendment to that plan.
- b. Exempt from the requirement for a Master Land Division Plan: subdivisions of parcels where the zoning permits a total potential buildout of five or more dwelling units but development rights are limited by legally enforceable deed restrictions, or other mechanism, to a total potential buildout of four or fewer dwelling units for the whole parcel.

ROADS POLICIES

MAJOR ROADS

4.1 Definition of Major Roads and Critical Road Links in the Study Area

- a. Define major roads as State Routes 35, 84, and 92, and Pescadero Road, Kings Mountain Road, Tunitas Creek Road, Alpine Road, and Page Mill Road.
- b. Define State Routes 84 and 92 between Skyline Boulevard and Interstate 280 as critical links, i.e., road segments with high potential for exhaustion of road capacity, deterioration of service level, and consequent limitation on commuter and visitor accessibility.

4.2 Monitoring

- a. Negotiate with CalTrans to establish a traffic monitoring program to provide one-way directional traffic counts for weekdays and weekends on a continuing or periodic basis for the following state highway segments:
 - (1) Routes 84 and 92 between Skyline Boulevard and Interstate 280.
 - (2) Route 35 between the Santa Cruz County boundary and Route 92.
- b. Direct the Planning and Development Division to work with the Department of Public Works to monitor conditions on county-maintained major roads in the study area, i.e., Pescadero Road, Kings Mountain Road, Tunitas Creek Road, Alpine Road and Page Mill Road. Monitor the conditions and trends on each of these roads, including road capacity, one-way directional traffic counts for weekdays and weekends, and status of road repair.

4.3 Desired Level of Service

Define Service Level C as a desired level of service. Consider Service Level D acceptable during commuter peak periods and Service Level E acceptable during recreation periods.

4.4 Road Improvements

Recommend that CalTrans and the County limit the improvements to major roads resulting from growth in the study area to necessary safety and operational improvements, in order to minimize the expansion of public services, fiscal impacts, and detrimental environmental impacts.

4.5 Route 92 Improvements

a. Safety and Operational Improvements

Support the following operational and safety improvements to State Route 92 between Interstate 280 and Skyline Boulevard: truck passing lanes, elimination of sharp curves, lane widening, wider shoulders to allow passage for emergency vehicles and signals at major intersections.

b. Capacity Improvements

- (1) Recommend that CalTrans not expand capacity of Route 92 beyond what is required to serve commuter peak period traffic as a result of buildout allowed in the Coastal Zone, including truck traffic to and from the Ox Mountain Landfill site.
- (2) Permit capacity improvements necessary to serve the build-out permitted by the LCP when information on actual traffic development from the traffic monitoring program required by LCP Policy 2.50 demonstrates that road capacities should be expanded.
- (3) Use the existing alignment or lands immediately adjacent when increasing roadway capacity, as required by LCP Policy 2.52, unless it can be demonstrated that use of the existing alignment would be environmentally more damaging than an alternative route.

4.6 Route 84 Improvements

Support the following operational and safety improvements within the existing alignment or lands immediately adjacent: addition of passing lanes, elimination of sharp curves, lane widening and wider shoulders to allow passage for emergency vehicles.

4.7 Skyline Boulevard and Major County Road Improvements

Support only those safety improvements on all major roads which are necessary to safely accommodate increasing traffic volumes, including elimination of sharp curves, lane widening, wider shoulders to allow passage for emergency vehicles and signals at major intersections, but require consideration of the effect of spot improvements on the safety of the whole road.

4.10 Limits on Side Roads

Require where feasible, as part of the review of Master Land Division Plans, designs which limit the number of roads and driveways taking access directly off of major roads in order to mitigate both visual and safety impacts of development close to major roads.

MINOR ROADS

4.11 Definition of Minor Roads in the Study Area

Define minor roads as those roads which do not provide a through route into or out of the study area, and which serve rural interior areas and rural subdivisions within the study area. Minor roads are any study area roads not defined as major roads in Policy 4.1.

ON-SITE IMPROVEMENTS - PRIVATE ROADS

4.12 Timing, Standards Required, and Financing of Improvements

- a. Require applicants for subdivisions and building permits for a new residence on existing parcels to finance on-site road improvements consistent with the requirements below.
- b. Require construction of all on-site road improvements on private roads to County rural private road standards, which may be modified by applying the criteria of Creative Road Design Guide.
- c. Amend County rural private road standards to delete the requirement for a penetration of liquid asphalt when new private roads are constructed.
- d. Require all on-site improvements to be constructed: (1) by the subdivider prior to recordation of the final map or parcel map; or (2) by the applicant for a building permit for a new residence on an existing parcel prior to issuance of the building permit.
- e. Require, as a condition of subdivision approval, a deed restriction on each parcel requiring participation and financial contribution to a private maintenance association, which will be responsible for the long-term maintenance of the on-site improvements within the subdivision. This deed restriction shall be noted on the final map or parcel map when recorded.

OFF-SITE IMPROVEMENTS - PRIVATE ROADS

4.13 Off-Site Improvements - Rural Private Roads

- a. Require the Director of Public Works to make a determination whether there is adequate off-site access between any proposed subdivision or building permit for a new residence and the nearest publicly-maintained road.
- b. If off-site improvements are necessary to make the finding of adequate off-site access required in (a), require that they be financed by one of the following methods:

- (1) by working with each applicant to attempt to establish a cooperative agreement with other property owners who are served by the road to construct the improvements and to ensure long-term road maintenance; or
 - (2) by the applicant.
- c. Require off-site improvements to be constructed prior to recordation of the final map, parcel map or issuance of the building permit for a new residence on an existing parcel.

4.14 New Rural Public Roads

In order to minimize the County's financial commitment to construct and maintain public roads in the rural area, and minimize the County's long-term financial risks, no existing private roads in the study area will be accepted into the County public road system.

ON-SITE IMPROVEMENTS - PUBLIC ROADS

4.15 Timing, Standards Required, and Financing of Improvements

- a. Require applicants for subdivisions and building permits for a new residence on existing parcels to finance on-site road improvements consistent with the requirements below.
- b. Require construction of all on-site road improvements on public roads to County rural public road standards. Allow modifications to these road standards consistent with either:
 - (1) the criteria of the Creative Road Design Guide, or
 - (2) the specific recommendations for appropriate improvements to public roads made by the Department of Public Works pursuant to Policy 4.16, if the parcel under application for a subdivision or building permit for a new residence on an existing parcel is located on one of the roads listed in Policy 4.16.
- c. Require the improvements to a road located entirely within a parcel proposed for subdivision to be constructed by the subdivider either:
 - (1) prior to recordation of the final map or parcel map, or
 - (2) prior to the issuance of a building permit for a new residence on one of the parcels created by the subdivision. For each building permit, only the portion of the road system serving that parcel must be constructed.
- d. If the improvements are not made prior to the recordation of the final map or parcel map, require the following:

- (1) the subdivider must post a letter of credit, surety bond, or some other assurance acceptable to the County covering the full costs of the improvements required above prior to recordation of the final map or parcel map; and
 - (2) each parcel of the subdivision shall contain a deed restriction, which shall be noted on the final map or parcel map when recorded. This deed restriction shall call the letter of credit, surety bond, or other assurance as a condition of approval of any building permit for a new residence issued in the subdivision in order to finance the on-site improvements necessary to serve the site.
- e. Allow deferral of road improvements on roads which are not entirely within a parcel proposed for subdivision or under application for a building permit for a new residence, if the following conditions are met:
- (1) The Director of Public Works finds that conditions exist that would cause the immediate installation of improvements to be incompatible with existing conditions, and such improvements are not immediately necessary to provide adequate access between the parcel and the nearest County-maintained road, and
 - (2) The subdivider or applicant for the building permit posts a letter of credit, surety bond, or other assurance acceptable to the County covering the costs of the on-site improvements prior to recordation of the final map or parcel map or issuance of the building permit.

OFF-SITE IMPROVEMENTS - PUBLIC ROADS

4.16 Determining Appropriate Improvements for Each Individual Rural Public Road

- a. Require the Director of Public Works to study the following rural public roads:
- (1) Bear Gulch
 - (2) Star Hill-Swett-Tunitas Creek
 - (3) Old La Honda
 - (4) Portola State Park
 - (5) Sears Ranch
 - (6) Wurr
- b. For each road, include in this study a determination of the following:

- (1) An estimate of the number of dwelling units that can be accommodated by the existing road without additional improvements.
- (2) An assessment of the need for improvements, including road widening, surfacing, right-of-way requirements, and other improvements needed to accommodate emergency vehicles, which are necessary to accommodate increments of growth and buildout allowed by zoning on each road.
- (3) A detailed analysis of the cost of those necessary improvements.
- (4) Recommended financing mechanisms for the off-site improvements on each road that are identified in (2).
- (5) Recommendations for the appropriate timing of the off-site improvements.

INTERIM OFF-SITE IMPROVEMENTS - PUBLIC ROADS

4.17 Timing, Standards Required, and Financing of Improvements

- a. Until the study by the Department of Public Works, as defined in policy 4.16 is completed, require the Director of Public Works to make a determination whether there is adequate off-site access to serve any proposed land division or building permit for a new residence proposed on a public road.
- b. If road improvements are necessary in order that a finding of adequate access (minimum safety requirements) can be made by the Director of Public Works as defined in (a), require the improvements to be financed either:
 - (1) by an assessment district of property owners who would benefit from such improvements;
 - (2) by the applicant.

POLICIES WHICH APPLY TO BOTH PUBLIC AND PRIVATE ROADS

4.18 Variances to County Rural Road Improvement Requirements

In cases where there are extraordinary conditions affecting a property under application for a subdivision or building permit for a new structure, the Planning Commission or Board of Supervisors may modify the strict application of the above requirements for improvements on rural roads.

4.19 Amendment of Ordinance 2071

- a. Amend Ordinance 2071 to allow the County to require on-site improvements to applicable County road standards for building permits issued for new structures in all zoning districts, except as exempted in subsection (b).

- b. Exempt building permits for non-residential development customarily considered accessory to agricultural uses, such as barns, storage/equipment sheds, stables for farm animals, fences, water wells, well covers, pump houses, water storage tanks, water impoundments, water pollution control facilities for agricultural purposes, and other similar uses determined to be appropriate by the Planning Director.

4.21 Monitoring Minor Road Conditions

Direct the Planning and Development Division to work with the Department of Public Works to monitor conditions on study area Minor Roads in the following manner:

- a. Precisely define the roadshed boundaries for each of the rural minor roads.
- b. Maintain a master list of all public and private minor roads within the study area.
- c. Document the length, width and condition of each of the roads on the master list.
- d. Monitor the conditions and trends on each of the listed roads, including building permit and land division activity, traffic counts, road repairs undertaken, and status of road conditions, including accident reports.
- e. Submit a report every five years to the Board of Supervisors on the results of the monitoring of roads in the study area, consistent with the recommendations of Policy 1.3.

4.22 Minimum Safety Requirements

Define minimum safety requirements as those minor road improvements necessary to ensure adequate access, including turn-outs, one-way loops, minor improvements to establish adequate line-of-sight, guard rails, reflectors, signs, lane widening, shoulder construction, or other improvements deemed necessary by the Director of Public Works consistent with the Creative Road Design Guide.

4.23 Consolidation of Road Improvement Requirements

- a. In order to minimize confusion and resolve conflicting policy and ordinance requirements, consolidate all road improvement standards, policies, and requirements for new development into one ordinance.
- b. Apply this ordinance to all public and private road improvements made in the rural portion of San Mateo County.
- c. Define rural areas as those zoning districts where the minimum required lot size is greater than 20,000 sq. ft.

WATER POLICIES

DOMESTIC WELLS

5.4 Requirement for Well Water

Add the following sentence to Section 4740, Chapter 5, Article 5 of the San Mateo County Ordinance Code to read as follows:

"SECTION 4740. CERTIFICATION FOR BUILDING PERMIT As used in this chapter, the term "water supply" shall be defined as a domestic vertical well, a spring which meets County Ordinance specifications for quantity and quality, or a connection to a water system, except in cases of enlargement or reconstruction of dwellings where an existing approved water system serves the dwelling."

5.5 Wells and Subdivisions

Amend Section 3.3 (Improvements Required) of the San Mateo County Subdivision Ordinance (Ordinance No. 595) to add the following subsection:

"(3) In all land divisions for non-agricultural purposes, the subdivider shall demonstrate that each parcel is served by a domestic vertical well, a spring which meets County Ordinance specifications for quantity and quality, or connection to a water system as defined in Chapter 5, Section 4740, of the San Mateo County Ordinance Code. This demonstration shall be certified in writing by the County Health Officer prior to the recordation of a final or parcel map."

5.6 Wells Within Floodplains

Within the Skyline-Santa Cruz Mountains Study Area, require that domestic vertical wells or springs used for domestic water supply be located no closer than 20 feet from alluvial sediments contained within the normal watercourse of a defined perennial and intermittent stream, as defined on USGS maps.

To implement this requirement, amend Section 3342 (Location), the last portion of Subsection (e) of Chapter 7 (Wells), Part Two (Public Safety), Division III of the San Mateo County Ordinance Code to read the following:

"(e) No well or spring used for domestic water supply shall be located any closer than the following distances unless circumstances are such that in the opinion of the Health Officer no danger to public health or safety will develop and the above standards are adhered to:

From alluvial sediments contained within the normal watercourse of a defined perennial or intermittent stream, as defined on USGS maps, that are located within the Skyline-Santa Cruz Mountains Study Area,20 feet."

5.7 Drought-Tolerant Landscaping

To minimize the use of scarce water resources and in accordance with Water Conservation Ordinance 4161.1, require that new development use drought-tolerant vegetation for landscaping. This requirement will be set as a condition of approval to any land division, building permit, or use permit.

5.8 Protection of Agricultural Surface Water Sources

In order to protect downstream agricultural surface water sources, require that land divisions prohibit the creation of new non-agricultural parcels that border streams. Prohibit the transfer of riparian rights to the deeds of new non-agricultural parcels, as a condition of final map approval.

5.9 Prohibition of Stream Diversion for Domestic Use

Prohibit the construction of stream infiltration galleries and horizontal wells from qualifying as adequate domestic water sources when approving land divisions, issuing building permits, and converting from an existing water source.

SKYLINE AREA ORDINANCES
(Adopted 6/14/83; Effective 7/14/83)

- Ordinance A: Incorporating a definition of the Skyline Area into the General Provisions Chapter of the Zoning Annex.
(No. 02831)
- Ordinance B: Revising Sectional District Maps in the Districts Chapter of the Zoning Annex to indicate zone changes in subdivided areas.
(No. 02832)
- Ordinance C: Incorporating Minimum Lot Size requirements for parcels in subdivided areas of the Skyline Area into the "S" Districts (Combining Districts) Chapter of the Zoning Annex.
(No. 02833)
- Ordinance D: Incorporating requirements for a Master Land Division Plan into the Preliminary Concept Plan for Large Parcels Chapter of the Zoning Annex.
(No. 02834)
- Ordinance E: Incorporating requirements for clustering of development and use of drought tolerant landscaping into the Development Review Criteria Chapter of the Zoning Annex.
(No. 02835)
- Ordinance F: Incorporating requirements for a Master Land Division Plan, clustering of development and use of drought tolerant landscaping into the Land Management Planning Requirements for Uses and Permits in the Timberland Preserve Zone Chapter of the Zoning Annex.
(No. 02836)
- Ordinance G: Incorporating requirements for a Master Land Division Plan into the Development Review Procedure Chapter of the Zoning Annex.
(No. 02837)
- Ordinance H: Incorporating road improvement requirements for the Skyline Area as Part V of Division VI (Planning) of the Ordinance Code.
(No. 02838)
- Ordinance I: Incorporating requirements for water supply and road improvements for subdivisions in the Skyline Area into the County Subdivision Ordinance.
(No. 02839)
- Ordinance J: Incorporating requirements for road improvements for building permits for new residences in the Skyline Area into the General Provisions Chapter of the Building Regulations.
(No. 02840)
- Ordinance K: Incorporating a definition of water supply for the Skyline Area into the Wells Chapter of the Environmental Health Code.
(No. 02841)
- Ordinance L: Incorporating restrictions on the location of wells within flood plains into the Wells Chapter of the Public Safety Part.
(No. 02842)

APPENDICES

APPENDICES

TABLE I
SUMMARY LAND USE TABLE

ACRES DEVELOPED IN URBAN USES											ACRES OF PARKS & OPEN SPACE (Less Than 30% Slope)				
PLANNING AREA	TOTAL AREA	DEVELOPABLE (Acre < 30% Slope)	UNDEVELOPABLE (Acre > 30% Slope)	RESIDENTIAL	RETAIL COMMERCIAL	OFFICE OR INDUSTRY	CHURCH SITES	SCHOOLS	ARTERIALS	TOTAL	PARKS & OPEN SPACE TOTAL	PRIVATE OPEN SPACE	PUBLIC PARKS	SCHOOL PARKS	OTHER PUBLIC
Saddle Area	337 ¹	254	73	-	-	-	-	-	-	-	254.0	-	-	-	-
Northeast Ridge	310	135	175	65.5	14	11	-	5.5	12	108.0	27.0	14.0	9	4	-
South San Francisco	323	152	171	67.5	12	29	-	2.0 ³	12	122.5	29.5	19.5	10	-	-
Brisbane Vicinity	115	56	59	-	-	9	-	-	-	9	47.0	11.0	-	-	36 ⁴
Reservoir Hill (unincorporated)	31	-	31	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL:	1,116	597	509	132.0	26	49	-	7.5	24	239.5	357.5	44.5	19	4	36

NOTES: ¹Includes 10 acres of developed area > 30% slope

³Pre-school

⁴Minimal developed open space

SOURCE: San Bruno Mountain General Plan Amendment

TABLE II
RETAIL AND INDUSTRIAL USES

SUBAREA	RETAIL (sq. ft.)	OFFICE (sq. ft.)	WAREHOUSING (sq. ft.)	TOTAL (sq. ft.)
Bayshore North	40,000	165,000	-	205,000
Northeast Ridge Residential Commercial	10,000	-	-	10,000
Northeast Ridge Industrial	-	30,000	165,000	195,000
Brisbane Vicinity	-	80,000	62,000	142,000
Sierra Point	-	217,500	182,500	400,000
South San Francisco	<u>100,000</u>	<u>-</u>	<u>-</u>	<u>100,000</u>
TOTAL:	150,000	492,500	409,500	1,052,000

SOURCE: San Bruno Mountain General Plan Amendment

TABLE III

DENSITY AND HOUSING TYPE

PLANNING AREA	TOTAL UNITS	DENSITY		PERCENTAGE OF UNITS BY HOUSING TYPE				TOTAL
		Units Per Developable Acre	Units Per Residential Acre	Type I ¹ (15-20 Units Per Acre)	Type II ² (25-35 Units Per Acre)	Type III ³ (45-55 Units Per Acre)	Type IV ⁴ (60-70 Units Per Acre)	
Northeast Ridge	1,250	9.3	19.1	46%	19%	16%	19%	100%
So. San Francisco	985	6.48	14.6	25%	45%	-	30%	100%
TOTAL	2,235	7.8	16.8	37%	30%	9%	24%	100%

NOTES:

¹Townhouses²Garden Apartments³Mid-Rise Units⁴High-Rise Units

SOURCE: San Bruno Mountain General Plan Amendment

TABLE IV

TRAFFIC IMPACT LOCATIONS AND REQUIRED IMPROVEMENTS

TRAFFIC IMPACT LOCATION	IMPROVEMENT REQUIRED
Randolph Avenue (Hillside to Bayshore Boulevard)	Widening to 4 lanes as specified in SSF Master Plan
San Pedro Rd. (Mission to Washington)	Traffic engineering improvements (improved signalization, channelization, possible reversible lanes and similiar measures to improve capacity)
Guadalupe Canyon Parkway (North Hill Drive to Bayshore Boulevard)	Improved intersection design at Bayshore Boulevard with special turning lanes
Bayshore Boulevard (Geneva Ave. to Guadalupe Canyon Parkway)	Widening from 4 to 6 lanes
Bayshore Boulevard (Guadalupe Canyon Parkway to Randolph Ave.)	Improvement and widening from 4 to 6 lanes
John Daly Boulevard (Knowles Ave.- Mission to BART Station)	Minor improvements

Source: San Bruno Mountain General Plan Amendment

TABLE 2.8

EXISTING AND PROPOSED ZONING AND GENERAL PLAN DESIGNATIONS
FOR EXISTING SUBDIVIDED AND COMMERCIAL AREAS

Area	<u>EXISTING</u>		<u>PROPOSED</u>	
	Zoning	General Plan Designation	Zoning	General Plan Designation
*1. East side Skyline Blvd. at Route 92	H-1	General Open Space	RM	General Open Space
2. Quail Lane/Skyline Blvd.	RE/S-12	General Open Space	RM	General Open Space
3. Nursery and Vista Del Mar Restaurant/Skyline Blvd.	H-1/S-3	General Open Space	H-1/S-11	Commercial
*4. Filoli/Skyline Scenic Corridor	RE/S-11	General Open Space	RM	General Open Space
*5. Bella Vista Restaurant/ Skyline Boulevard	H-1/S-3	General Open Space	H-1/S-11 & P	Commercial
6. Sierra Morena Woods	R-1/S-8, R-1/S-10, R-1/S-11 & RE/S-11	General Open Space	R-1/S-10, R-1/S-11 & RE/S-11	Low Density Residential
7. Redwood Park	R-1/S-7	General Open Space	R-1/S-10 & RM	Low Density Resi- dential and General Open Space
8. Alexis Restaurant, Real Estate Office, Etc./ Skyline Blvd.	H-1/S-3	General Open Space	H-1/S-11	Commercial
*9. Kings Mtn. Fire Station	H-1/S-3	General Open Space	RM	General Open Space

*These areas are not proposed for rezoning as part of the Implementation of the Skyline Area General Plan Amendment.

TABLE 2.8 (cont.)

Area		EXISTING	General Plan Designation	PROPOSED	General Plan Designation
		Zoning		Zoning	
*10.	Phleger Estate/Skyline Scenic Corridor	RE/S-11	General Open Space	RM	General Open Space
11.	Skyline Blvd./Tunitas Creek Road	H-1/S-3	General Open Space	RM	General Open Space
12.	Kings Mountain Park	R-1/S-10	General Open Space	R-1/S-11	Low Density Residential
13.	Skyline Blvd./Swett Road	H-1/S-3	General Open Space	R-3/S-11	Low Density
14.	Sky Ranch Estates Subdivision	RM	General Open Space	R-1/S-11	Low Density Residential
14a.	Skylonda North	R-1/S-10	General Open Space	R-1/S-11	Low Density Residential
15.	Skylonda	R-1/S-10	General Open Space	R-1/S-10	Low Density Residential
16.	La Honda-Vista	R-1/S-8, RE/S-9 & RE/S-10	General Open Space	R-1/S-11 & RE/S-11	Low Density Residential
*17.	Skyline Blvd./Page Mill Road	H-1 & RE/S-11	General Open Space	RM	General Open Space
18.	Skyline Blvd./Alpine Road	H-1	General Open Space	RM	General Open Space
*19.	East Side Skyline Blvd. South of Page Mill Road	RE/S-11	General Open Space	RM	General Open Space
20.	Cuesta La Honda	R-1/S-7 & R-1/S-8	Rural Service Center	R-1/S-10	Low Density Residential

*These areas are not proposed for rezoning as part of the Implementation of the Skyline Area General Plan Amendment.

TABLE 2.8 (cont.)

Area	EXISTING		PROPOSED	
	Zoning	General Plan Designation	Zoning	General Plan Designation
20a. Cuesta La Honda Guild Prop.	R-1/S-7 & R-1/S-8	Rural Service Center	COSC**	General Open Space
21. La Honda Road/North of Entrada Way	R-3/S-1 & H-1/S-3	Rural Service Center	R-1/S-10	Low Density Residential
22. La Honda Road/Sears Ranch Road	H-1/S-3 & H-1/S-7	Rural Service Center	H-1/S-10 & H-1/S-10	Commercial
23. La Honda Road/South of Entrada Way	R-1/S-7 & H-1/S-7	Rural Service Center	H-1/S-10	Commercial
24. La Honda Road/Pescadero Road	R-1/S-7	Rural Service Center	RM	General Open Space
25. Boots and Saddle Restaurant/La Honda Road	H-1/S-3	Rural Service Center	H-1/S-11	Commercial
26. La Honda Road/Pescadero	R-1/S-7	County Park	R-1/S-11	Low Density Residential
27. Redwood Terrace Subd.	R-1/S-10	General Open Space	R-1/S-10	Low Density Residential
28. Alpine Creek Tract	R-1/S-7, R-1/S-10 & R-1/S-8	County Park	R-1/S-11	Low Density Residential
29. Redwood-La Honda Subdivision	R-1/S-7 & R-1/S-8	County Park	RM	General Open Space
30. Guthrie Subdivision	R-1/S-8	General Open Space	R-1/S-10	Low Density Residential
31. Loma Mar/Pescadero Subdivisions	R-1/S-8	General Open Space	R-1/S-10	Low Density Residential
32. Loma Mar/Pescadero Creek Road	C-1/S-1	General Open Space	H-1/S-10	Commercial

**Community Open Space Conservation District

SOURCE: Skyline Area General Plan Amendment

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